If you plan to submit a bid directly to the Department of Transportation

PREQUALIFICATION

Any contractor who desires to become pre-qualified to bid on work advertised by IDOT must submit the properly completed pre-qualification forms to the Bureau of Construction no later that 4:30 p.m. prevailing time twenty-one days prior to the letting of interest. This pre-qualification requirement applies to first time contractors, contractors renewing expired ratings, contractors maintaining continuous pre-qualification or contractors requesting revised ratings. To be eligible to bid, existing pre-qualification ratings must be effective through the date of letting.

REQUESTS FOR AUTHORIZATION TO BID

Contractors wanting to bid on items included in a particular letting must submit the properly completed "Request for Proposal Forms and Plans & Request for Authorization to Bid" (BDE 124) and the ORIGINAL "Affidavit of Availability" (BC 57) to the proper office no later than 4:30 p.m. prevailing time, three (3) days prior to the letting date.

WHO CAN BID ?

Bids will be accepted from only those companies that request and receive written **Authorization to Bid** from IDOT's Central Bureau of Construction.

WHAT CONSTITUTES WRITTEN AUTHORIZATION TO BID?: When a prospective prime bidder submits a "Request for Proposal Forms and Plans" he/she must indicate at that time which items are being requested For Bidding purposes. Only those items requested For Bidding will be analyzed. After the request has been analyzed, the bidder will be issued a **Proposal Denial and/or Authorization Form**, approved by the Central Bureau of Construction, that indicates which items have been approved For Bidding. If **Authorization to Bid** cannot be approved, the **Proposal Denial and/or Authorization Form** will indicate the reason for denial.

ABOUT AUTHORIZATION TO BID: Firms that have not received an authorization form within a reasonable time of complete and correct original document submittal should contact the department as to status. This is critical in the week before the letting. These documents must be received three days before the letting date. Firms unsure as to authorization status should call the Prequalification Section of the Bureau of Construction at the number listed at the end of these instructions.

WHAT MUST BE INCLUDED WHEN BIDS ARE SUBMITTED?: Bidders need not return the entire proposal when bids are submitted. That portion of the proposal that must be returned includes the following:

1. All documents from the Proposal Cover Sheet through the Proposal Bid Bond
2. Other special documentation and/or information that may be required by the contract special provisions

All proposal documents, including Proposal Guaranty Checks or Proposal Bid Bonds, should be stapled together to prevent loss when bids are processed by IDOT personnel.

ABOUT SUBMITTING BIDS: It is recommended that bidders deliver bids in person to insure they arrive at the proper location prior to the time specified for the receipt of bids. Any bid received at the place of letting after the time specified will not be accepted.

WHO SHOULD BE CALLED IF ASSISTANCE IS NEEDED?

Questions Regarding	**Call**
Prequalification and/or Authorization to Bid	217/782-3413
Preparation and submittal of bids	217/782-7806
Mailing of plans and proposals	217/782-7806

ADDENDUMS TO THE PROPOSAL FORMS

Planholders should verify that they have received and incorporated the revisions prior to submitting their bid. If plans/proposals were requested prior to the date of the addendum, an addendum package should have been mailed to the planholder. If plans/proposals were ordered after the date of the addendum, the plans/proposal package should already include all revisions and an identifying addendum sheet immediately after the proposal cover sheet. Failure by the bidder to include an addendum could result in a bid being rejected as irregular. If a planholder has not received an addendum within 5 days after the addendum date noted, they should call 217-782-7806.

RETURN WITH BID

56

Proposal Submitted By
Name
Address
City

Letting September 21, 2001

BIDDERS NEED NOT RETURN THE ENTIRE PROPOSAL
(See instructions inside front cover)

NOTICE TO PROSPECTIVE BIDDERS
This proposal can be used for bidding purposes by only those companies that request and receive written AUTHORIZATION TO BID from IDOT's Central Bureau of Construction.
(SEE INSTRUCTIONS ON THE INSIDE OF COVER)

Notice To Bidders, Specifications, Proposal, Contract and Contract Bond

Illinois Department of Transportation

Springfield, Illinois 62764

Contract No. 88975
Peoria County
Section 125I-2
FAP Route 646
District 4 Construction Funds

PLEASE MARK THE APPROPRIATE BOX BELOW:

☐ A Bid Bond is included.

☐ A Cashier's Check or a Certified Check is included.

Prepared by

S

Checked by

(Printed by authority of the State of Illinois)

INSTRUCTIONS

ABOUT IDOT PROPOSALS: All proposals issued by IDOT are potential bidding proposals. Each proposal contains all Certifications and Affidavits, a Proposal Signature Sheet and a Proposal Bid Bond required for Prime Contractors to submit a bid after written **Authorization to Bid** has been issued by IDOT's Central Bureau of Construction.

HOW MANY PROPOSALS SHOULD PROSPECTIVE BIDDERS REQUEST?: Prospective bidders should, prior to submitting their initial request for plans and proposals, determine their needs and request the total number of plans and proposals needed for each item requested. There will be a nonrefundable charge of $15 for each set of plans and specifications issued.

WHO CAN BID?: Bids will be accepted from only those companies that request and receive written **Authorization to Bid** from IDOT's Central Bureau of Construction. To request authorization, a potential bidder must complete and submit Part B of the Request for Proposal Forms and Plans & Request for Authorization to Bid form (BDE 124) and submit an origional Affidavit of Availability (BC 57).

WHAT CONSTITUTES WRITTEN AUTHORIZATION TO BID?: When a prospective prime bidder submits a "Request for Proposal Forms and Plans" he/she must indicate at that time which items are being requested For Bidding purposes. Only those items requested For Bidding will be analyzed. After the request has been analyzed, the bidder will be issued a **Proposal Denial and/or Authorization Form**, approved by the Central Bureau of Construction, that indicates which items have been approved For Bidding. If **Authorization to Bid** cannot be approved, the **Proposal Denial and/or Authorization Form** will indicate the reason for denial. If a contractor has requested to bid but has not received a **Proposal Denial and/or Authorization Form**, they should contact the Central Bureau of Construction in advance of the letting date.

WHAT MUST BE INCLUDED WHEN BIDS ARE SUBMITTED?: Bidders need not return the entire proposal when bids are submitted. That portion of the proposal that must be returned includes the following:

1. All documents from the Proposal Cover Sheet through the Proposal Bid Bond

2. Other special documentation and/or information that may be required by the contract special provisions

All proposal documents, including Proposal Guaranty Checks or Proposal Bid Bonds, should be stapled together to prevent loss when bids are processed by IDOT personnel.

ABOUT SUBMITTING BIDS: It is recommended that bidders deliver bids in person to insure they arrive at the proper location prior to the time specified for the receipt of bids. Any bid received at the place of letting after the time specified will not be accepted.

WHO SHOULD BE CALLED IF ASSISTANCE IS NEEDED?

Questions Regarding	Call
Prequalification and/or Authorization to Bid	217/782-3413
Preparation and submittal of bids	217/782-7806
Mailing of plans and proposals	217/782-7806

RETURN WITH BID

Illinois Department of Transportation

PROPOSAL

1. Proposal of _____

   _____

   for the improvement officially known as:
   Contract No. 88975
   Peoria County
   Section 125I-2
   FAP Route 646
   District 4 Construction Funds

   (a) The proposed improvement shown in detail on the plans issued by the Department or on the location sketch, schedule and detail sheets included herein, includes, in general, the following described work:

0.75 km of 7.32 m and variable width of bituminous concrete widening and resurfacing on Illinois Route 40 at the intersection of Wilhelm Road and Mossville Road, north of Peoria.

TO THE DEPARTMENT OF TRANSPORTATION

2. The plans for the proposed work are those issued by the Department of Transportation to cover the work described above.

   The specifications are those prepared by the Department of Transportation and designated as “Standard Specifications for Road and Bridge Construction” and the “Supplemental Specifications and Recurring Special Provisions” thereto, adopted and in effect on the date of invitation for bids.

3. **COMPLETION TIME/LIQUIDATED DAMAGES**. It being understood and agreed that the completion within the time limit is an essential part of the contract, the undersigned agrees to complete the work within (see special provisions), unless additional time shall be granted by the Engineer in accordance with the provisions of the specifications. In case of failure to complete the work on or before the time named herein, or within such extra time as may have been allowed by extensions, the undersigned agrees that the Department of Transportation shall withhold from such sum as may be due him/her under the terms of this contract, the costs, as set forth in the specifications, which costs shall be considered and treated not as a penalty but as damages due to the State from the undersigned by reason of the failure of the undersigned to complete the work within the time specified in the contract.

4. **ASSURANCE OF EXAMINATION AND INSPECTION/WAIVER.** The undersigned further declares that he/she has carefully examined the proposal, plans, specifications, form of contract and contract bond, and special provisions, and that he/she has inspected in detail the site of the proposed work, and that he/she has familiarized themselves with all of the local conditions affecting the contract and the detailed requirements of construction, and understands that in making this proposal he/she waives all right to plead any misunderstanding regarding the same.

5. **EXECUTION OF CONTRACT AND CONTRACT BOND.** The undersigned further agrees to execute a contract for this work and present the same to the department within fifteen (15) days after the contract has been mailed to him/her. The undersigned further agrees that he/she and his/her surety will execute and present within fifteen (15) days after the contract has been mailed to him/her contract bond satisfactory to and in the form prescribed by the Department of Transportation, in the penal sum of the full amount of the contract, guaranteeing the faithful performance of the work in accordance with the terms of the contract.

6. **PROPOSAL GUARANTY.** Accompanying this proposal is either a bid bond on the department form, executed by a corporate surety company satisfactory to the department, or a proposal guaranty check consisting of a bank cashier's check or a properly certified check for not less than 5 per cent of the amount bid or for the amount specified in the following schedule:

Amount of Bid			Proposal Guaranty	Amount of Bid			Proposal Guaranty
Up to		$5,000	$150	$2,000,000	to	$3,000,000	$100,000
$5,000	to	$10,000	$300	$3,000,000	to	$5,000,000	$150,000
$10,000	to	$50,000	$1,000	$5,000,000	to	$7,500,000	$250,000
$50,000	to	$100,000	$3,000	$7,500,000	to	$10,000,000	$400,000
$100,000	to	$150,000	$5,000	$10,000,000	to	$15,000,000	$500,000
$150,000	to	$250,000	$7,500	$15,000,000	to	$20,000,000	$600,000
$250,000	to	$500,000	$12,500	$20,000,000	to	$25,000,000	$700,000
$500,000	to	$1,000,000	$25,000	$25,000,000	to	$30,000,000	$800,000
$1,000,000	to	$1,500,000	$50,000	$30,000,000	to	$35,000,000	$900,000
$1,500,000	to	$2,000,000	$75,000	over		$35,000,000	$1,000,000

Bank cashier's checks or properly certified checks accompanying proposals shall be made payable to the Treasurer, State of Illinois, when the state is awarding authority; the county treasurer, when a county is the awarding authority; or the city, village, or town treasurer, when a city, village, or town is the awarding authority.

If a combination bid is submitted, the proposal guaranties which accompany the individual proposals making up the combination will be considered as also covering the combination bid.

The amount of the proposal guaranty check is _____ $( ). If this proposal is accepted and the undersigned shall fail to execute a contract bond as required herein, it is hereby agreed that the amount of the proposal guaranty shall become the property of the State of Illinois, and shall be considered as payment of damages due to delay and other causes suffered by the State because of the failure to execute said contract and contract bond; otherwise, the bid bond shall become void or the proposal guaranty check shall be returned to the undersigned.

Attach Cashier's Check or Certified Check Here

In the event that one proposal guaranty check is intended to cover two or more proposals, the amount must be equal to the sum of the proposal guaranties which would be required for each individual proposal. If the guaranty check is placed in another proposal, state below where it may be found.

The proposal guaranty check will be found in the proposal for:

Item _____

Section No. _____

County _____

Mark the proposal cover sheet as to the type of proposal guaranty submitted.

7. **COMBINATION BIDS.** The undersigned further agrees that if awarded the contract for the sections contained in the following combination, he/she will perform the work in accordance with the requirements of each individual proposal comprising the combination bid specified in the schedule below, and that the combination bid shall be prorated against each section in proportion to the bid submitted for the same. If an error is found to exist in the gross sum bid for one or more of the individual sections included in a combination, the combination bid shall be corrected as provided in the specifications.

When a combination bid is submitted, the schedule below must be completed in each proposal comprising the combination.

If alternate bids are submitted for one or more of the sections comprising the combination, a combination bid must be submitted for each alternate.

Schedule of Combination Bids

Combination No.	Sections Included in Combination	Combination Bid Dollars	Cents

8. **SCHEDULE OF PRICES.** The undersigned submits herewith his/her schedule of prices covering the work to be performed under this contract; he/she understands that he/she must show in the schedule the unit prices (with no more than two decimal places, i.e. $25.35, not $25.348) for which he/she proposes to perform each item of work, that the extensions must be made by him/her, and that if not so done his/her proposal may be rejected as irregular.

The undersigned further agrees that the unit prices submitted herewith are for the purpose of obtaining a gross sum, and for use in computing the value of additions and deductions; that if there is a discrepancy between the gross sum bid and that resulting from the summation of the quantities multiplied by their respective unit prices, the latter shall govern.

ILLINOIS DEPARTMENT OF TRANSPORTATION
SCHEDULE OF PRICES
CONTRACT NUMBER - 88975

State Job # - C-94-135-99
PPS NBR - 4-01380-0400 **Project Number**
County Name - PEORIA- -
Code - 143 - -
District - 4 - -
Section Number - 125I-2

Route FAP 646

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
MLR46325	PCC PVMT 250 SPL W IC	SQ M	3,048.000				
MX032083	GDRL AGG EROS CONT	M TON	248.000				
MX250050	TEMP EROS CONTR SEED	KG	400.000				
MX356460	BC BC WIDE SUPER 260	SQ M	126.000				
MX406M15	LEV BIND MM SUPER N50	M TON	1,499.000				
MX406032	BC SC SUPER "E" N50	M TON	1,229.000				
MX406214	BCBC SUP IL-19.0 N50	M TON	326.000				
MX406900	QC/QA BITUMINOUS	M TON	6,564.000				
MX825055	FOCC62.5/125 MM12SM12	METER	564.000				
M2010110	TREE REMOV 6-15	UNIT	355.000				
M2010210	TREE REMOV OVER 15	UNIT	448.000				
M2020010	EARTH EXCAVATION	CU M	19,358.000				
M2050150	EMBANKMENT	CU M	3,105.000				
M2080150	TRENCH BACKFILL	CU M	106.000				
M2110100	F & P TOP SOIL 100	SQ M	21,742.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
SCHEDULE OF PRICES
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County Name - PEORIA- -
Code - 143 - -
District - 4 - -
Section Number - 125I-2

Route FAP 646

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
M2500210	SEEDING CL 2A	HA	3.600				
M2500400	NITROGEN FERT NUTR	KG	469.000				
M2500500	PHOSPHORUS FERT NUTR	KG	441.000				
M2500600	POTASSIUM FERT NUTR	KG	428.000				
M2510120	MULCH METHOD 2	M TON	14.400				
M2510630	EROSION CONTR BLANKET	SQ M	4,120.000				
M2520100	SODDING	SQ M	4,393.000				
M2520110	SODDING SALT TOLERANT	SQ M	2,536.000				
M2520200	SUPPLE WATERING	UNIT	312.000				
M2800900	FENCE - EROS CONT	METER	413.000				
M2801000	AGGREGATE - EROS CONT	M TON	186.000				
M2850100	FAB FORM CONC REV MAT	SQ M	876.000				
M3110300	SUB GRAN MAT A 300	SQ M	4,402.000				
M3110460	SUB GRAN MAT A 460	SQ M	3,970.000				
M3550200	BIT BASE CSE 200	SQ M	2,490.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
SCHEDULE OF PRICES
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County Name - PEORIA- -
Code - 143 - -
District - 4 - -
Section Number - 125I-2

Route FAP 646

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
M3550260	BIT BASE CSE 260	SQ M	3,527.000				
M3560200	BIT CONC BC WID 200	SQ M	37.000				
M4021010	AGG SURF CSE B	M TON	28.000				
M4060200	BIT MATLS PR CT	M TON	4.500				
M4060300	AGG PR CT	M TON	48.000				
M4060400	MIX CR JTS FLANGEWYS	M TON	10.000				
M4060895	CONSTRUC TEST STRIP	EACH	3.000				
M4060980	BIT SURF REM BUTT JT	SQ M	211.000				
M4060990	TEMPORARY RAMP	SQ M	35.000				
M4205200	PROTECTIVE COAT	SQ M	3,095.000				
M4401000	BIT SURF REM VAR DP	SQ M	236.000				
M4402000	PAVEMENT REM	SQ M	2,605.000				
M4402010	DRIVE PAVEMENT REM	SQ M	145.000				
M4402210	BIT SHOULDER REMOV	METER	507.000				
M4425225	CL A PATCH T2 250	SQ M	13.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
SCHEDULE OF PRICES
CONTRACT NUMBER - 88975

State Job # - C-94-135-99
PPS NBR - 4-01380-0400 **Project Number**
County Name - PEORIA- -
Code - 143 - -
District - 4 - -
Section Number - 125I-2

Route FAP 646

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
M4428040	CL D PATCH T1 300	SQ M	28.000				
M4428240	CL D PATCH T2 300	SQ M	14.200				
M4430030	AREA REF CR CON TR A	SQ M	461.000				
M4812000	AGGREGATE SHLDS B	M TON	1,733.000				
M4820200	BIT SHOULDERS 200	SQ M	45.000				
M5010522	PIPE CULVERT REMOV	METER	28.500				
M542E020	END SECTIONS 450	EACH	4.000				
M542E036	END SECTIONS 750	EACH	1.000				
M542E120	PRC FL-END SEC 450	EACH	2.000				
M542E136	PRC FL-END SEC 750	EACH	4.000				
M542H030	P CUL CL A 1 450	METER	31.000				
M542H050	P CUL CL A 1 750	METER	32.000				
M542H230	P CUL CL C 1 450	METER	33.000				
M542H250	P CUL CL C 1 750	METER	3.000				
M542I050	P CUL CL A 2 750	METER	23.700				

ILLINOIS DEPARTMENT OF TRANSPORTATION
SCHEDULE OF PRICES
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County Name - PEORIA- -
Code - 143 - -
District - 4 - -
Section Number - 125I-2

Route FAP 646

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
M542T425	P CUL CL D 1 450 TEM	METER	18.000				
M5500030	STORM SEW CL A 1 300	METER	150.000				
M5500050	STORM SEW CL A 1 450	METER	15.000				
M5500450	STORM SEW CL A 2 450	METER	141.000				
M6021410	MAN A 1.2D T1F CL	EACH	4.000				
M6021610	MAN A 1.5D T1F CL	EACH	2.000				
M6300100	SPBGR TY A	METER	137.000				
M6320030	GUARDRAIL REMOV	METER	31.000				
M7030100	SHORT-TERM PAVT MKING	METER	1,831.000				
M7030210	TEMP PVT MK LTR & SYM	SQ M	31.800				
M7030220	TEMP PVT MK LINE 100	METER	5,319.000				
M7030240	TEMP PVT MK LINE 150	METER	31.000				
M7030250	TEMP PVT MK LINE 200	METER	271.000				
M7030260	TEMP PVT MK LINE 300	METER	160.000				
M7030280	TEMP PVT MK LINE 600	METER	43.000				
M7031000	WORK ZONE PAVT MK REM	SQ M	731.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
SCHEDULE OF PRICES
CONTRACT NUMBER - 88975

State Job # - C-94-135-99
PPS NBR - 4-01380-0400 **Project Number**
County Name - PEORIA- -
Code - 143 - -
District - 4 - -
Section Number - 125I-2

Route FAP 646

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
M7800100	THPL PVT MK LTR & SYM	SQ M	31.800				
M7800105	THPL PVT MK LINE 100	METER	5,319.000				
M7800115	THPL PVT MK LINE 150	METER	31.000				
M7800120	THPL PVT MK LINE 200	METER	271.000				
M7800125	THPL PVT MK LINE 300	METER	160.000				
M7800140	THPL PVT MK LINE 600	METER	43.000				
M7800200	PT PVT MK LTRS & SYMB	SQ M	3.900				
M7800205	PAINT PVT MK LN 100	METER	1,068.000				
M7800215	PAINT PVT MK LN 150	METER	18.000				
M7800220	PAINT PVT MK LN 200	METER	16.000				
M7800225	PAINT PVT MK LN 300	METER	45.000				
M8100080	CON T 75 GALVS	METER	46.000				
M8100260	CON T 50 PVC	METER	522.000				
M8100270	CON T 65 PVC	METER	13.000				
M8100280	CON T 75 PVC	METER	39.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
SCHEDULE OF PRICES
CONTRACT NUMBER - 88975

State Job # - C-94-135-99
PPS NBR - 4-01380-0400 **Project Number**
County Name - PEORIA- -
Code - 143 - -
District - 4 - -
Section Number - 125I-2

Route FAP 646

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
M8100300	CON T 100 PVC	METER	17.000				
M8101080	CON P 90 GALVS	METER	30.000				
M8241250	ELCBL C SIGNAL 14 7C	METER	519.000				
M8241799	ELCBL C SERV 6 1C	METER	802.500				
M8241800	ELCBL C SERV 6 2C	METER	6.000				
M8241810	ELCBL C SERV 6 3C	METER	7.000				
M8340765	STL COMB MAA&P 12.19	EACH	2.000				
M8340770	STL COMB MAA&P 12.80	EACH	2.000				
M8340779	STL COMB MAA&P 14.63	EACH	2.000				
M8380200	CONC FDN TY D	METER	1.050				
M8380400	CONC FDN TY E 750D	METER	17.500				
M8680100	TR & BKFIL F ELECT WK	METER	667.000				
X0323481	VIDEO VEH DET 4 CAM	EACH	1.000				
X8400020	SH LED 1F 3S MAM	EACH	4.000				
X8400040	SH LED 1F 5S BM	EACH	4.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
SCHEDULE OF PRICES
CONTRACT NUMBER - 88975

State Job # - C-94-135-99
PPS NBR - 4-01380-0400 **Project Number**
County Name - PEORIA- -
Code - 143 - -
District - 4 - -
Section Number - 125I-2

Route FAP 646

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
X8400045	SH LED 1F 5S MAM	EACH	4.000				
Z0007601	BLDG REMOV NO 1	L SUM	1.000				
Z0013798	CONSTRUCTION LAYOUT	L SUM	1.000				
Z0023600	FILL EXIST CULVERTS	EACH	2.000				
40702700	FURNISH PROFILOGRAPH	L SUM	1.000				
50105200	REM EXIST CULVERTS	EACH	7.000				
60241900	INLETS TG-1 SPL	EACH	4.000				
60255500	MAN ADJUST	EACH	1.000				
63100169	TR BAR TRM T1 SPL FLR	EACH	2.000				
66600105	FUR ERECT ROW MARKERS	EACH	30.000				
66700205	PERM SURV MKRS T1	EACH	1.000				
67000400	ENGR FIELD OFFICE A	CAL MO	8.000				
67100100	MOBILIZATION	L SUM	1.000				
70100450	TRAF CONT-PROT 701201	L SUM	1.000				
70100460	TRAF CONT-PROT 701306	L SUM	1.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
SCHEDULE OF PRICES
CONTRACT NUMBER - 88975

State Job # - C-94-135-99
PPS NBR - 4-01380-0400 **Project Number**
County Name - PEORIA- -
Code - 143 - -
District - 4 - -
Section Number - 125I-2

Route FAP 646

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
70100500	TRAF CONT-PROT 701326	L SUM	1.000				
70103815	TR CONT SURVEILLANCE	CAL DA	28.000				
81400100	HANDHOLE	EACH	3.000				
81400300	DBL HANDHOLE	EACH	1.000				
81500100	GULFBOX JUNCTION	EACH	5.000				
83900200	DRILL EX HANDHOLE	EACH	1.000				
84200110	TS BACKPLATE LOUVERED	EACH	8.000				
84400250	LUM SV HOR MT 250W	EACH	4.000				
84900200	TEMP TR SIG INSTALL	L SUM	1.000				
85500205	LT CONTROL PC RELAY	EACH	1.000				
85700200	FAC T4 CAB	EACH	1.000				
86700205	SERV INSTALL TY B MOD	EACH	1.000				

CONTRACT NUMBER **88975**

THIS IS THE TOTAL BID **$** _____

NOTES:

1. **Each PAY ITEM should have a UNIT PRICE and a TOTAL PRICE.**
2. **The UNIT PRICE shall govern if no TOTAL PRICE is shown or if there is a discrepancy between the product of the UNIT PRICE multiplied by the QUANTITY.**
3. **If a UNIT PRICE is omitted, the TOTAL PRICE will be divided by the QUANTITY in order to establish a UNIT PRICE.**
4. **A bid may be declared UNACCEPTABLE if neither a unit price nor a total price is s**

RETURN WITH BID

STATE REQUIRED ETHICAL STANDARDS GOVERNING CONTRACT PROCUREMENT: ASSURANCES, CERTIFICATIONS AND DISCLOSURES

I. GENERAL

A. Article 50 of the Illinois Procurement Code establishes the duty of all State chief procurement officers, State purchasing officers, and their designees to maximize the value of the expenditure of public moneys in procuring goods, services, and contracts for the State of Illinois and to act in a manner that maintains the integrity and public trust of State government. In discharging this duty, they are charged by law to use all available information, reasonable efforts, and reasonable actions to protect, safeguard, and maintain the procurement process of the State of Illinois.

B. In order to comply with the provisions of Article 50 and to carry out the duty established therein, all bidders are to adhere to ethical standards established for the procurement process, and to make such assurances, disclosures and certifications required by law. By execution of the Proposal Signature Sheet, the bidder indicates that each of the mandated assurances has been read and understood, that each certification is made and understood, and that each disclosure requirement has been understood and completed.

C. In addition to all other remedies provided by law, failure to comply with any assurance, failure to make any disclosure or the making of a false certification shall be grounds for termination of the contract and the suspension or debarment of the bidder.

II. ASSURANCES

A. The assurances hereinafter made by the bidder are each a material representation of fact upon which reliance is placed should the Department enter into the contract with the bidder. The Department may terminate the contract if it is later determined that the bidder rendered a false or erroneous assurance, and the surety providing the performance bond shall be responsible for the completion of the contract.

B. Felons

1. The Illinois Procurement Code provides:

Section 50-10. Felons. Unless otherwise provided, no person or business convicted of a felony shall do business with the State of Illinois or any state agency from the date of conviction until 5 years after the date of completion of the sentence for that felony, unless no person held responsible by a prosecutorial office for the facts upon which the conviction was based continues to have any involvement with the business.

2. The bidder assures the Department that the award and execution of the contract would not cause a violation of Section 50-10.

C. Conflicts of Interest

1. The Illinois Procurement Code provides in pertinent part:

Section 50-13. Conflicts of Interest.

(a) Prohibition. It is unlawful for any person holding an elective office in this State, holding a seat in the General Assembly, or appointed to or employed in any of the offices or agencies of state government and who receives compensation for such employment in excess of 60% of the salary of the Governor of the State of Illinois, or who is an officer or employee of the Capital Development Board or the Illinois Toll Highway Authority, or who is the spouse or minor child of any such person to have or acquire any contract, or any direct pecuniary interest in any contract therein, whether for stationery, printing, paper, or any services, materials, or supplies, that will be wholly or partially satisfied by the payment of funds appropriated by the General Assembly of the State of Illinois or in any contract of the Capital Development Board or the Illinois Toll Highway authority.

(b) Interests. It is unlawful for any firm, partnership, association or corporation, in which any person listed in subsection (a) is entitled to receive (i) more than 7 1/2% of the total distributable income or (ii) an amount in excess of the salary of the Governor, to have or acquire any such contract or direct pecuniary interest therein.

(c) Combined interests. It is unlawful for any firm, partnership, association, or corporation, in which any person listed in subsection (a) together with his or her spouse or minor children is entitled to receive (i) more than 15%, in the aggregate, of the total distributable income or (ii) an amount in excess of 2 times the salary of the Governor, to have or acquire any such contract or direct pecuniary interest therein.

(d) Securities. Nothing in this Section invalidates the provisions of any bond or other security previously offered or to be offered for sale or sold by or for the State of Illinois.

(e) Prior interests. This Section does not affect the validity of any contract made between the State and an officer or employee of the State or member of the General Assembly, his or her spouse, minor child or any combination of those persons if that contract was in existence before his or her election or employment as an officer, member, or employee. The contract is voidable, however, if it cannot be completed within 365 days after the officer, member, or employee takes office or is employed.

The current salary of the Governor is $150,700.00. Sixty percent of the salary is $90,420.00.

2. The bidder assures the Department that the award and execution of the contract would not cause a violation of Section 50-13, or that an effective exemption has been issued by the Board of Ethics to any individual subject to the Section 50-13 prohibitions pursuant to the provisions of Section 50-20 of the Code and Executive Order Number 3 (1998). Information concerning the exemption process is available from the Department upon request.

D. Negotiations

1. The Illinois Procurement Code provides in pertinent part:

Section 50-15. Negotiations.

(a) It is unlawful for any person employed in or on a continual contractual relationship with any of the offices or agencies of State government to participate in contract negotiations on behalf of that office or agency with any firm, partnership, association, or corporation with whom that person has a contract for future employment or is negotiating concerning possible future employment.

2. The bidder assures the Department that the award and execution of the contract would not cause a violation of Section 50-15, and that the bidder has no knowledge of any facts relevant to the kinds of acts prohibited therein.

E. Inducements

1. The Illinois Procurement Code provides:

Section 50-25. Inducement. Any person who offers or pays any money or other valuable thing to any person to induce him or her not to bid for a State contract or as recompense for not having bid on a State contract is guilty of a Class 4 felony. Any person who accepts any money or other valuable thing for not bidding for a State contract or who withholds a bid in consideration of the promise for the payment of money or other valuable thing is guilty of a Class 4 felony.

2. The bidder assures the Department that the award and execution of the contract would not cause a violation of Section 50-25, and that the bidder has no knowledge of any facts relevant to the kinds of acts prohibited therein.

F. Revolving Door Prohibition

1. The Illinois Procurement Code provides:

Section 50-30. Revolving door prohibition. Chief procurement officers, associate procurement officers, State purchasing officers, their designees whose principal duties are directly related to State procurement, and executive officers confirmed by the Senate are expressly prohibited for a period of 2 years after terminating an affected position from engaging in any procurement activity relating to the State agency most recently employing them in an affected position for a period of at least 6 months. The prohibition includes, but is not limited to: lobbying the procurement process; specifying; bidding; proposing bid, proposal, or contract documents; on their own behalf or on behalf of any firm, partnership, association, or corporation. This Section applies only to persons who terminate an affected position on or after January 15, 1999.

2. The bidder assures the Department that the award and execution of the contract would not cause a violation of Section 50-30, and that the bidder has no knowledge of any facts relevant to the kinds of acts prohibited therein.

G. Reporting Anticompetitive Practices

1. The Illinois Procurement Code provides:

Section 50-40. Reporting anticompetitive practices. When, for any reason, any vendor, bidder, contractor, chief procurement officer, State purchasing officer, designee, elected official, or State employee suspects collusion or other anticompetitive practice among any bidders, offerors, contractors, proposers, or employees of the State, a notice of the relevant facts shall be transmitted to the Attorney General and the chief procurement officer.

2. The bidder assures the Department that it has not failed to report any relevant facts concerning the practices addressed in Section 50-40 which may involve the contract for which the bid is submitted.

H. Confidentiality

1. The Illinois Procurement Code provides:

Section 50-45. Confidentiality. Any chief procurement officer, State purchasing officer, designee, or executive officer who willfully uses or allows the use of specifications, competitive bid documents, proprietary competitive information, proposals, contracts, or selection information to compromise the fairness or integrity of the procurement, bidding, or contract process shall be subject to immediate dismissal, regardless of the Personnel code, any contract, or any collective bargaining agreement, and may in addition be subject to criminal prosecution.

2. The bidder assures the Department that it has no knowledge of any fact relevant to the practices addressed in Section 50-45 which may involve the contract for which the bid is submitted.

I. Insider Information

1. The Illinois Procurement Act provides:

Section 50-50. Insider information. It is unlawful for any current or former elected or appointed State official or State employee to knowingly use confidential information available only by virtue of that office or employment for actual or anticipated gain for themselves or another person.

2. The bidder assures the Department that it has no knowledge of any facts relevant to the practices addressed in Section 50-50 which may involve the contract for which the bid is submitted.

III. CERTIFICATIONS

A. The certifications hereinafter made by the bidder are each a material representation of fact upon which reliance is placed should the Department enter into the contract with the bidder. The Department may terminate the contract if it is later determined that the bidder rendered a false or erroneous certification, and the surety providing the performance bond shall be responsible for completion of the contract.

B. Bribery

1. The Illinois Procurement Code provides:

Section 50-5. Bribery.

(a) Prohibition. No person or business shall be awarded a contract or subcontract under this Code who:

(1) has been convicted under the laws of Illinois or any other state of bribery or attempting to bribe an officer or employee of the State of Illinois or any other state in that officer's or employee's official capacity; or

(2) has made an admission of guilt of that conduct that is a matter of record but has not been prosecuted for that conduct.

(b) Businesses. No business shall be barred from contracting with any unit of State or local government as a result of a conviction under this Section of any employee or agent of the business if the employee or agent is no longer employed by the business and:

(1) the business has been finally adjudicated not guilty; or

(2) the business demonstrates to the governmental entity with which it seeks to contract, and that entity finds that the commission of the offense was not authorized, requested, commanded, or performed by a director, officer, or high managerial agent on behalf of the business as provided in paragraph (2) of subsection (a) of Section 5-4 of the Criminal Code of 1961.

(c) Conduct on behalf of business. For purposes of this Section, when an official, agent, or employee of a business committed the bribery or attempted bribery on behalf of the business and in accordance with the direction or authorization of a responsible official of the business, the business shall be chargeable with the conduct.

(d) Certification. Every bid submitted to and contract executed by the State shall contain a certification by the contractor that the contractor is not barred from being awarded a contract or subcontract under this Section. A contractor who makes a false statement, material to the certification, commits a Class 3 felony.

2. The bidder certifies that it is not barred from being awarded a contract under Section 50.5.

C. Educational Loan

1. Section 3 of the Educational Loan Default Act provides:

§ 3. No State agency shall contract with an individual for goods or services if that individual is in default, as defined in Section 2 of this Act, on an educational loan. Any contract used by any State agency shall include a statement certifying that the individual is not in default on an educational loan as provided in this Section.

2. The bidder, if an individual as opposed to a corporation, partnership or other form of business organization, certifies that the bidder is not in default on an educational loan as provided in Section 3 of the Act.

D. Bid-Rigging/Bid Rotating

1. Section 33E-11 of the Criminal Code of 1961 provides:

§ 33E-11. (a) Every bid submitted to and public contract executed pursuant to such bid by the State or a unit of local government shall contain a certification by the prime contractor that the prime contractor is not barred from contracting with any unit of State or local government as a result of a violation of either Section 33E-3 or 33E-4 of this Article. The State and units of local government shall provide the appropriate forms for such certification.

(b) A contractor who makes a false statement, material to the certification, commits a Class 3 felony.

A violation of Section 33E-3 would be represented by a conviction of the crime of bid-rigging which, in addition to Class 3 felony sentencing, provides that any person convicted of this offense or any similar offense of any state or the United States which contains the same elements as this offense shall be barred for 5 years from the date of conviction from contracting with any unit of State or local government. No corporation shall be barred from contracting with any unit of State or local government as a result of a conviction under this Section of any employee or agent of such corporation if the employee so convicted is no longer employed by the corporation and: (1) it has been finally adjudicated not guilty or (2) if it demonstrates to the governmental entity with which it seeks to contract and that entity finds that the commission of the offense was neither authorized, requested, commanded, nor performed by a director, officer or a high managerial agent in behalf of the corporation.

A violation of Section 33E-4 would be represented by a conviction of the crime of bid-rotating which, in addition to Class 2 felony sentencing, provides that any person convicted of this offense or any similar offense of any state or the United States which contains the same elements as this offense shall be permanently barred from contracting with any unit of State or local government. No corporation shall be barred from contracting with any unit of State or local government as a result of a conviction under this Section of any employee or agent of such corporation if the employee so convicted is no longer employed by the corporation and: (1) it has been finally adjudicated not guilty or (2) if it demonstrates to the governmental entity with which it seeks to contract and that entity finds that the commission of the offense was neither authorized, requested, commanded, nor performed by a director, officer or a high managerial agent in behalf of the corporation.

2. The bidder certifies that it is not barred from contracting with the Department by reason of a violation of either Section 33E-3 or Section 33E-4.

E. International Anti-Boycott

1. Section 5 of the International Anti-Boycott Certification Act provides:

§ 5. State contracts. Every contract entered into by the State of Illinois for the manufacture, furnishing, or purchasing of supplies, material, or equipment or for the furnishing of work, labor, or services, in an amount exceeding the threshold for small purchases according to the purchasing laws of this State or $10,000.00, whichever is less, shall contain certification, as a material condition of the contract, by which the contractor agrees that neither the contractor nor any substantially-owned affiliated company is participating or shall participate in an international boycott in violation of the provisions of the U.S. Export Administration Act of 1979 or the regulations of the U.S. Department of Commerce promulgated under that Act.

2. The bidder makes the certification set forth in Section 5 of the Act.

F. Drug Free Workplace

1. The Illinois “Drug Free Workplace Act” applies to this contract and it is necessary to comply with the provisions of the “Act” if the contractor is a corporation, partnership, or other entity (including a sole proprietorship) which has 25 or more employees.

2. The bidder certifies that if awarded a contract in excess of $5,000 it will provide a drug free workplace by:

(a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensation, possession or use of a controlled substance, including cannabis, is prohibited in the contractor’s workplace; specifying the actions that will be taken against employees for violations of such prohibition; and notifying the employee that, as a condition of employment on such contract, the employee shall abide by the terms of the statement, and notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five (5) days after such conviction.

(b) Establishing a drug free awareness program to inform employees about the dangers of drug abuse in the workplace; the contractor’s policy of maintaining a drug free workplace; any available drug counseling, rehabilitation, and employee assistance programs; and the penalties that may be imposed upon employees for drug violations.

(c) Providing a copy of the statement required by subparagraph (1) to each employee engaged in the performance of the contract and to post the statement in a prominent place in the workplace.

(d) Notifying the Department within ten (10) days after receiving notice from an employee or otherwise receiving actual notice of the conviction of an employee for a violation of any criminal drug statute occurring in the workplace.

(e) Imposing or requiring, within 30 days after receiving notice from an employee of a conviction or actual notice of such a conviction, an appropriate personnel action, up to and including termination, or the satisfactory participation in a drug abuse assistance or rehabilitation program approved by a federal, state or local health, law enforcement or other appropriate agency.

(f) Assisting employees in selecting a course of action in the event drug counseling, treatment, and rehabilitation is required and indicating that a trained referral team is in place.

(g) Making a good faith effort to continue to maintain a drug free workplace through implementation of the actions and efforts stated in this certification.

IV. DISCLOSURES

A. The disclosures hereinafter made by the bidder are each a material representation of fact upon which reliance is placed should the Department enter into the contract with the bidder. The Department may terminate the contract if it is later determined that the bidder rendered a false or erroneous disclosure, and the surety providing the performance bond shall be responsible for completion of the contract.

B. Financial Interests and Conflicts of Interest

1. Section 50-35 of the Illinois Procurement Code provides that all bids of more than $10,000 shall be accompanied by disclosure of the financial interests of the bidder. This disclosed information for the successful bidder, will be maintained as public information subject to release by request pursuant to the Freedom of Information Act.

The financial interests to be disclosed shall include ownership or distributive income share that is in excess of 5%, or an amount greater than 60% of the annual salary of the Governor, of the bidding entity or its parent entity, whichever is less, unless the contractor or bidder is a publicly traded entity subject to Federal 10K reporting, in which case it may submit its 10K disclosure in place of the prescribed disclosure. If a bidder is a privately held entity that is exempt from Federal 10K reporting, but has more than 400 shareholders, it may submit the information that Federal 10K companies are required to report, and list the names of any person or entity holding any ownership share that is in excess of 5%. The disclosure shall include the names, addresses, and dollar or proportionate share of ownership of each person making the disclosure, their instrument of ownership or beneficial relationship, and notice of any potential conflict of interest resulting from the current ownership or beneficial interest of each person making the disclosure having any of the relationships identified in Section 50-35 and on the disclosure form.

In addition, all disclosures shall indicate any other current or pending contracts, proposals, leases, or other ongoing procurement relationships the bidding entity has with any other unit of state government and shall clearly identify the unit and the contract, proposal, lease, or other relationship.

2. Disclosure Forms. Disclosure Form A is attached for use concerning the individuals meeting the above ownership or distributive share requirements. Subject individuals should be covered each by one form. In addition, a second form (Disclosure Form B) provides for the disclosure of current or pending procurement relationships with other (non-IDOT) state agencies. **The forms must be included with each bid or incorporated by reference.**

C. Disclosure Form Instructions

Form A: For bidders that have previously submitted the information requested in Form A

The Department has retained the Form A disclosures submitted by all bidders responding to these requirements for the April 24, 1998 or any subsequent letting conducted by the Department. The bidder has the option of submitting the information again or the bidder may sign the following certification statement indicating that the information previously submitted by the bidder is, as of the date of signature, current and accurate. The Certification must be signed and dated by a person who is authorized to execute contracts for the bidding company. Before signing this certification, the bidder should carefully review its prior submissions to ensure the Certification is correct. If the Bidder signs the Certification, the Bidder should proceed to Form B instructions.

CERTIFICATION STATEMENT

I have determined that the Form A disclosure information previously submitted is current and accurate, and all forms are hereby incorporated by reference in this bid. Any necessary additional forms or amendments to previously submitted forms are attached to this bid.

_____
(Bidding Company)

_____ _____
Name of Authorized Representative (type or print) Title of Authorized Representative (type or print)

_____ _____
Signature of Authorized Representative Date

Form A: For bidders who have NOT previously submitted the information requested in Form A

If the bidder is a publicly traded entity subject to Federal 10K reporting, the 10K Report may be submitted to meet the requirements of Form A. If a bidder is a privately held entity that is exempt from Federal 10K reporting, but has more than 400 shareholders, it may submit the information that Federal 10K companies are required to report, and list the names of any person or entity holding any ownership share that is in excess of 5%. If a bidder is not subject to Federal 10K reporting, the bidder must determine if any individuals are required by law to complete a financial disclosure form. To do this, the bidder should answer each of the following questions. A "YES" answer indicates Form A must be completed. If the answer to each of the following questions is "NO", then the NOT APPLICABLE STATEMENT on the second page of Form A must be signed and dated by a person that is authorized to execute contracts for the bidding company. Note: These questions are for assistance only and are not required to be completed.

1. Does anyone in your organization have a direct or beneficial ownership share of greater than 5% of the bidding entity or parent entity? YES ___ NO ___.
2. Does anyone in your organization have a direct or beneficial ownership share of less than 5%, but which has a value greater than $90,420.00? YES ___ NO ___.
3. Does anyone in your organization receive more than $90,420.00 of the bidding entity's or parent entity's distributive income? (Note: Distributive income is, for these purposes, any type of distribution of profits. An annual salary is not distributive income.) YES ___ NO __.
4. Does anyone in your organization receive greater than 5% of the bidding entity's or parent entity's total distributive income, but which is less than $90,420.00? YES ___ NO __.

   (Note: Only one set of forms needs to be completed per person per bid even if a specific individual would require a yes answer to more than one question.)

A "YES" answer to any of these questions requires the completion of Form A. The bidder must determine each individual in the bidding entity or the bidding entity's parent company that would cause the questions to be answered "Yes". Each form must be signed and dated by a person that is authorized to execute contracts for your organization. **Photocopied or stamped signatures are not acceptable**. The person signing can be, but does not have to be, the person for which the form is being completed. The bidder is responsible for the accuracy of any information provided.

If the answer to each of the above questions is "NO", then the NOT APPLICABLE STATEMENT on page 2 of Form A must be signed and dated by a person that is authorized to execute contracts for your company.

Form B: Identifying Other Contracts & Procurement Related Information Disclosure Form B must be completed for each bid submitted by the bidding entity. It must be signed by an individual who is authorized to execute contracts for the bidding entity. *Note: Signing the NOT APPLICABLE STATEMENT on Form A does not allow the bidder to ignore Form B. Form B must be completed, signed and dated or the bidder may be considered nonresponsive and the bid will not be accepted.*

The Bidder shall identify, by checking Yes or No on Form B, whether it has any pending contracts (including leases), bids, proposals, or other ongoing procurement relationship with any other (non-IDOT) State of Illinois agency. If "No" is checked, the bidder only needs to complete the signature box on the bottom of Form B. If "Yes" is checked, the bidder must do one of the following:

Option I: If the bidder did not submit an Affidavit of Availability to obtain authorization to bid, the bidder must list all non-IDOT State of Illinois agency pending contracts, leases, bids, proposals, and other ongoing procurement relationships. These items may be listed on Form B or on an attached sheet(s). Do not include IDOT contracts. Contracts with cities, counties, villages, etc. are not considered State of Illinois agency contracts and are not to be included. Contracts with other State of Illinois agencies such as the Department of Natural Resources or the Capital Development Board must be included. Bidders who submit Affidavits of Availability are suggested to use Option II.

Option II: If the bidder is required and has submitted an Affidavit of Availability in order to obtain authorization to bid, the bidder may write or type "See Affidavit of Availability" which indicates that the Affidavit of Availability is incorporated by reference and includes all non-IDOT State of Illinois agency pending contracts, leases, bids, proposals, and other ongoing procurement relationships. For any contracts that are not covered by the Affidavit of Availability, the bidder must identify them on Form B or on an attached sheet(s). These might be such things as leases.

D. Bidders Submitting More Than One Bid

Bidders submitting multiple bids may submit one set of forms consisting of all required Form A disclosures and one Form B for use with all bids. Please indicate in the space provided below the bid item that contains the original disclosure forms and the bid items which incorporate the forms by reference.

- The bid submitted for letting item _____ contains the Form A disclosures or Certification Statement and the Form B disclosures. The following letting items incorporate the said forms by reference:

_____

_____

RETURN WITH BID/OFFER

ILLINOIS DEPARTMENT OF TRANSPORTATION

Form A
Financial Information & Potential Conflicts of Interest Disclosure

Contractor Name		
Legal Address		
City, State, Zip		
Telephone Number	Email Address	Fax Number (if available)

Disclosure of the information contained in this Form is required by the Section 50-35 of the Illinois Procurement Code (30 ILCS 500). Vendors desiring to enter into a contract with the State of Illinois must disclose the financial information and potential conflict of interest information as specified in this Disclosure Form. This information shall become part of the publicly available contract file. This Form A must be completed for bids in excess of $10,000, and for all open-ended contracts. **A publicly traded company may submit a 10K disclosure (or equivalent if applicable) in satisfaction of the requirements set forth in Form A. See Disclosure Form Instructions.**

DISCLOSURE OF FINANCIAL INFORMATION

1. Disclosure of Financial Information. The individual named below has an interest in the BIDDER (or its parent) in terms of ownership or distributive income share in excess of 5%, or an interest which has a value of more than $90,420.00 (60% of the Governor's salary as of 7/1/01). **(Make copies of this form as necessary and attach a separate Disclosure Form A for each individual meeting these requirements)**

FOR INDIVIDUAL (type or print information)

NAME: _____

ADDRESS _____

_____

Type of ownership/distributable income share:

stock _____ sole proprietorship _____ partnership _____ other: (explain on separate sheet):

% or $ value of ownership/distributable income share: _____

2. Disclosure of Potential Conflicts of Interest. Check "Yes" or "No" to indicate which, if any, of the following potential conflict of interest relationships apply. If the answer to any question is "Yes", please attach additional pages and describe.

(a) State employment, currently or in the previous 3 years, including contractual employment of services.
Yes ___No __.

If your answer is yes, please answer each of the following questions.

1. Are you currently an officer or employee of either the Capitol Development Board or the Illinois Toll Highway Authority? Yes ___No __

2. Are you currently appointed to or employed by any agency of the State of Illinois? If you are currently appointed to or employed by any agency of the State of Illinois, and your annual salary exceeds $90,420.00, (60% of the Governor's salary as of 7/1/01) provide the name the State agency for which you are employed and your annual salary. _____
_____

3. If you are currently appointed to or employed by any agency of the State of Illinois, and your annual salary exceeds $90,420.00, (60% of the Governor's salary as of 7/1/01) are you entitled to receive (i) more than 7 1/2% of the total distributable income of your firm, partnership, association or corporation, or (ii) an amount in excess of the salary of the Governor? Yes ___No __.

4. If you are currently appointed to or employed by any agency of the State of Illinois, and your annual salary exceeds $90,420.00, (60% of the Governor's salary as of 7/1/01) are you and your spouse or minor children entitled to receive (i) more than 15 % in the aggregate of the total distributable income of your firm, partnership, association or corporation, or (ii) an amount in excess of 2 times the salary of the Governor? Yes ___No __

(b) State employment of spouse, father, mother, son, or daughter, including contractual employment services in the previous 2 years.

Yes ___No __.

If your answer is yes, please answer each of the following questions.

1. Is your spouse or any minor children currently an officer or employee of the Capitol Development Board or the Illinois Toll Highway Authority? Yes ___No __

2. Is your spouse or any minor children currently appointed to or employed by any agency of the State of Illinois? If your spouse or minor children is/are currently appointed to or employed by any agency of the State of Illinois, and his/her annual salary exceeds $90,420.00, (60 % of the Governor's salary as of 7/1/01) provide the name of your spouse and/or minor children, the name of the State agency for which he/she is employed and his/her annual salary. _____
_____

3. If your spouseor any minor children is/are currently appointed to or employed by any agency of the State of Illinois, and his/her annual salary exceeds $90,420.00, (60% of the salary of the Governor as of 7/1/01) are you entitled to receive (i) more then 71/2% of the total distributable income of your firm, partnership, association or corporation, or (ii) an amount in excess of the salary of the Governor? Yes ___No __.

4. If your spouse or any minor children are currently appointed to or employed by any agency of the State of Illinois, and his/her annual salary exceeds $90,420.00, (60% of the Governor's salary as of 7/1/01) are you and your spouse or minor children entitled to receive (i) more than 15 % in the aggregate of the total distributable income of your firm, partnership, association or corporation, or (ii) an amount in excess of 2 times the salary of the Governor?

Yes ___No __

(c) Elective status; the holding of elective office of the State of Illinois, the government of the United States, any unit of local government authorized by the Constitution of the State of Illinois or the statutes of the State of Illinois currently or in the previous 3 years. Yes ___No __.

(d) Relationship to anyone holding elective office currently or in the previous 2 years; spouse, father, mother, son, or daughter. Yes ___No __.

(e) Appointive office; the holding of any appointive government office of the State of Illinois, the United States of America, or any unit of local government authorized by the Constitution of the State of Illinois or the statutes of the State of Illinois, which office entitles the holder to compensation in excess of the expenses incurred in the discharge of that office currently or in the previous 3 years. Yes ___No __

(f) Relationship to anyone holding appointive office currently or in the previous 2 years; spouse, father, mother, son, or daughter. Yes ___No __.

(g) Employment, currently or in the previous 3 years, as or by any registered lobbyist of the State government. Yes ___No __.

(h) Relationship to anyone who is or was a registered lobbyist in the previous 2 years; spouse, father, mother, son, or daughter. Yes ___ No __.

(i) Compensated employment, currently or in the previous 3 years, by any registered election or reelection committee registered with the Secretary of State or any county clerk of the State of Illinois, or any political action committee registered with either the Secretary of State or the Federal Board of Elections.
Yes ___ No __.

(j) Relationship to anyone; spouse, father, mother, son, or daughter; who was a compensated employee in the last 2 years by any registered election or re-election committee registered with the Secretary of State or any county clerk of the State of Illinois, or any political action committee registered with either the Secretary of State or the Federal Board of Elections.
Yes ___ No __.

APPLICABLE STATEMENT

This Disclosure Form A is submitted on behalf of the INDIVIDUAL named on previous page.

Completed by: _____
Name of Authorized Representative (type or print)

Completed by: _____
Title of Authorized Representative (type or print)

Completed by: _____ _____
Signature of Individual or Authorized Representative — Date

NOT APPLICABLE STATEMENT

I have determined that no individuals associated with this organization meet the criteria that would require the completion of this Form A.

This Disclosure Form A is submitted on behalf of the CONTRACTOR listed on the previous page.

_____
Name of Authorized Representative (type or print)

_____
Title of Authorized Representative (type or print)

_____ _____
Signature of Authorized Representative — Date

RETURN WITH BID/OFFER

ILLINOIS DEPARTMENT OF TRANSPORTATION

Form B
Other Contracts & Procurement Related Information Disclosure

Contractor Name		
Legal Address		
City, State, Zip		
Telephone Number	Email Address	Fax Number (if available)

Disclosure of the information contained in this Form is required by the Section 50-35 of the Illinois Procurement Act (30 ILCS 500). This information shall become part of the publicly available contract file. This Form B must be completed for bids in excess of $10,000, and for all open-ended contracts.

DISCLOSURE OF OTHER CONTRACTS AND PROCUREMENT RELATED INFORMATION

1. Identifying Other Contracts & Procurement Related Information. The BIDDER shall identify whether it has any pending contracts (including leases), bids, proposals, or other ongoing procurement relationship with any other State of Illinois agency: Yes ___ No ___.
If "No" is checked, the bidder only needs to complete the signature box on the bottom of this page.

2. If "Yes" is checked. Identify each such relationship by showing State of Illinois agency name and other descriptive information such as bid or project number (attach additional pages as necessary). SEE DISCLOSURE FORM INSTRUCTIONS:

THE FOLLOWING STATEMENT MUST BE SIGNED

_____
Name of Authorized Representative (type or print)

_____
Title of Authorized Representative (type or print)

_____ _____
Signature of Authorized Representative Date

SPECIAL NOTICE TO CONTRACTORS

The following requirements of the Illinois Department of Human Rights' Rules and Regulations are applicable to bidders on all construction contracts advertised by the Illinois Department of Transportation:

CONSTRUCTION EMPLOYEE UTILIZATION PROJECTION

(a) All bidders on construction contracts shall complete and submit, along with and as part of their bids, a Bidder's Employee Utilization Form (Form BC-1256) setting forth a projection and breakdown of the total workforce intended to be hired and/or allocated to such contract work by the bidder including a projection of minority and female employee utilization in all job classifications on the contract project.

(b) The Department of Transportation shall review the Employee Utilization Form, and workforce projections contained therein, of the contract awardee to determine if such projections reflect an underutilization of minority persons and/or women in any job classification in accordance with the Equal Employment Opportunity Clause and Section 7.2 of the Illinois Department of Human Rights' Rules and Regulations for Public Contracts adopted as amended on September 17, 1980. If it is determined that the contract awardee's projections reflect an underutilization of minority persons and/or women in any job classification, it shall be advised in writing of the manner in which it is underutilizing and such awardee shall be considered to be in breach of the contract unless, prior to commencement of work on the contract project, it submits revised satisfactory projections or an acceptable written affirmative action plan to correct such underutilization including a specific timetable geared to the completion stages of the contract.

(c) The Department of Transportation shall provide to the Department of Human Rights a copy of the contract awardee's Employee Utilization Form, a copy of any required written affirmative action plan, and any written correspondence related thereto. The Department of Human Rights may review and revise any action taken by the Department of Transportation with respect to these requirements.

RETURN WITH BID

Illinois Department of Transportation

Contract No. 88975
Peoria County
Section 125I-2
FAP Route 646
District 4 Construction Funds

PART I. IDENTIFICATION

Dept. Human Rights #_____ Duration of Project: _____

Name of Bidder: _____

PART II. WORKFORCE PROJECTION

A. The undersigned bidder has analyzed minority group and female populations, unemployment rates and availability of workers for the location in which this contract work is to be performed, and for the locations from which the bidder recruits employees, and hereby submits the following workforce projection including a projection for minority and female employee utilization in all job categories in the workforce to be allocated to this contract:

TABLE A

TOTAL Workforce Projection for Contract													TABLE B: CURRENT EMPLOYEES TO BE ASSIGNED TO CONTRACT			
			MINORITY EMPLOYEES						TRAINEES							
JOB CATEGORIES	TOTAL EMPLOYEES		BLACK		HISPANIC		*OTHER MINOR.		APPREN-TICES		ON THE JOB TRAINEES		TOTAL EMPLOYEES		MINORITY EMPLOYEES	
	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F
OFFICIALS (MANAGERS)																
SUPERVISORS																
FOREMEN																
CLERICAL																
EQUIPMENT OPERATORS																
MECHANICS																
TRUCK DRIVERS																
IRONWORKERS																
CARPENTERS																
CEMENT MASONS																
ELECTRICIANS																
PIPEFITTERS, PLUMBERS																
PAINTERS																
LABORERS, SEMI-SKILLED																
LABORERS, UNSKILLED																
TOTAL																

TABLE C

TOTAL Training Projection for Contract								
EMPLOYEES IN TRAINING	TOTAL EMPLOYEES		BLACK		HISPANIC		*OTHER MINOR.	
	M	F	M	F	M	F	M	F
APPRENTICES								
ON THE JOB TRAINEES								

*Other minorities are defined as Asians (A) or Native Americans (N).

Please specify race of each employee shown in Other Minorities column.

Note: See instructions on the next page

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BC 1256 - Pg 1 (Rev. 3/98)
IL 494-0454

PART II. WORKFORCE PROJECTION - continued

B. Included in "Total Employees" under Table A is the total number of **new hires** that would be employed in the event the undersigned bidder is awarded this contract.

The undersigned bidder projects that: (number) _____ new hires would be recruited from the area in which the contract project is located; and/or (number) _____ new hires would be recruited from the area in which the bidder's principal office or base of operation is located.

C. Included in "Total Employees" under Table A is a projection of numbers of persons to be employed directly by the undersigned bidder as well as a projection of numbers of persons to be employed by subcontractors.

The undersigned bidder estimates that (number) _____ persons will be directly employed by the prime contractor and that (number) _____ persons will be employed by subcontractors.

PART III. AFFIRMATIVE ACTION PLAN

A. The undersigned bidder understands and agrees that in the event the foregoing minority and female employee utilization projection included under **PART II** is determined to be an underutilization of minority persons or women in any job category, and in the event that the undersigned bidder is awarded this contract, he/she will, prior to commencement of work, develop and submit a written Affirmative Action Plan including a specific timetable (geared to the completion stages of the contract) whereby deficiencies in minority and/or female employee utilization are corrected. Such Affirmative Action Plan will be subject to approval by the contracting agency and the **Department of Human Rights**.

B. The undersigned bidder understands and agrees that the minority and female employee utilization projection submitted herein, and the goals and timetable included under an Affirmative Action Plan if required, are deemed to be part of the contract specifications.

Company _____ Telephone Number _____

_____

Address _____

NOTICE REGARDING SIGNATURE

The Bidder's signature on the Proposal Signature Sheet will constitute the signing of this form. The following signature block needs to be completed only if revisions are required.

Signature: _____ Title: _____ Date: _____

Instructions: All tables must include subcontractor personnel in addition to prime contractor personnel.

Table A - Include both the number of employees that would be hired to perform the contract work and the total number currently employed (Table B) that will be allocated to contract work, and include all apprentices and on-the-job trainees. The "Total Employees" column should include all employees including all minorities, apprentices and on-the-job trainees to be employed on the contract work.

Table B - Include all employees currently employed that will be allocated to the contract work including any apprentices and on-the-job trainees currently employed.

Table C - Indicate the racial breakdown of the total apprentices and on-the-job trainees shown in Table A.

RETURN WITH BID

Contract No. 88975
Peoria County
Section 125I-2
FAP Route 646
District 4 Construction Funds

PROPOSAL SIGNATURE SHEET

The undersigned bidder hereby makes and submits this bid on the subject Proposal, thereby assuring the Department that all requirements of the Invitation for Bids and rules of the Department have been met, that there is no misunderstanding of the requirements of paragraph 4 of this Proposal, and that the contract will be executed in accordance with the rules of the Department if an award is made on this bid.

Firm Name _____

(IF AN INDIVIDUAL) Signature of Owner _____

Business Address _____

_____

Firm Name _____

By _____

(IF A CO-PARTNERSHIP) Business Address _____

_____

Name and Address of All Members of the Firm:

_____ _____

_____ _____

Corporate Name _____

By _____
Signature of Authorized Representative

_____
Typed or printed name and title of Authorized Representative

(IF A CORPORATION)

Attest _____
Signature

(IF A JOINT VENTURE, USE THIS SECTION FOR THE MANAGING PARTY AND THE SECOND PARTY SHOULD SIGN BELOW) Business Address _____

_____

Corporate Name _____

By _____
Signature of Authorized Representative

_____
Typed or printed name and title of Authorized Representative

(IF A JOINT VENTURE)

Attest _____
Signature

Business Address _____

_____

If more than two parties are in the joint venture, please attach an additional signature sheet.

RETURN WITH BID

Illinois Department of Transportation

Division of Highways
Proposal Bid Bond
(Effective November 1, 1992)

Item No. _____
Letting Date _____

KNOW ALL MEN BY THESE PRESENTS, That We _____

_____

as PRINCIPAL, and _____

_____ as SURETY, are held jointly, severally and firmly bound unto the STATE OF ILLINOIS in the penal sum of 5 percent of the total bid price, or for the amount specified in Article 102.09 of the "Standard Specifications for Road and Bridge Construction" in effect on the date of invitation for bids, whichever is the lesser sum, well and truly to be paid unto said STATE OF ILLINOIS, for the payment of which we bind ourselves, our heirs, executors, administrators, successors and assigns.

THE CONDITION OF THE FOREGOING OBLIGATION IS SUCH, That Whereas, the PRINCIPAL has submitted a bid proposal to the STATE OF ILLINOIS, acting through the Department of Transportation, for the improvement designated by the Transportation Bulletin Item Number and Letting Date indicated above.

NOW, THEREFORE, if the Department shall accept the bid proposal of the PRINCIPAL; and if the PRINCIPAL shall, within the time and as specified in the bidding and contract documents, submit a DBE Utilization Plan that is accepted and approved by the Department; and if, after award by the Department, the PRINCIPAL shall enter into a contract in accordance with the terms of the bidding and contract documents including evidence of the required insurance coverages and providing such bond as specified with good and sufficient surety for the faithful performance of such contract and for the prompt payment of labor and material furnished in the prosecution thereof; or if, in the event of the failure of the PRINCIPAL to make the required DBE submission or to enter into such contract and to give the specified bond, the PRINCIPAL pays to the Department the difference not to exceed the penalty hereof between the amount specified in the bid proposal and such larger amount for which the Department may contract with another party to perform the work covered by said bid proposal, then this obligation shall be null and void, otherwise, it shall remain in full force and effect.

IN THE EVENT the Department determines the PRINCIPAL has failed to comply with any requirement as set forth in the preceding paragraph, then Surety shall pay the penal sum to the Department within fifteen (15) days of written demand therefor. If Surety does not make full payment within such period of time, the Department may bring an action to collect the amount owed. Surety is liable to the Department for all its expenses, including attorney's fees, incurred in any litigation in which it prevails either in whole or in part.

In TESTIMONY WHEREOF, the said PRINCIPAL and the said SURETY have caused this instrument to be signed by their respective officers this _____ day of _____ A.D., _____.

PRINCIPAL **SURETY**

_____ _____
(Company Name) (Company Name)

By: _____ By: _____
(Signature & Title) (Signature of Attorney-in-Fact)

Notary Certification for Principal and Surety

STATE OF ILLINOIS,
COUNTY OF _____

I, _____, a Notary Public in and for said County, do hereby certify that

_____and _____

(Insert names of individuals signing on behalf of PRINCIPAL & SURETY)

who are each personally known to me to be the same persons whose names are subscribed to the foregoing instrument on behalf of PRINCIPAL and SURETY, appeared before me this day in person and acknowledged respectively, that they signed and delivered said instrument as their free and voluntary act for the uses and purposes therein set forth.

Given under my hand and notarial seal this _____ day of _____, A.D. _____.

My commission expires _____ _____
Notary Public

In lieu of completing the above section of the Proposal Bid Form, the Principal may file an Electronic Bid Bond. By signing below the Principal is ensuring the identified electronic bid bond has been executed and the Principal and Surety are firmly bound unto the State of Illinois under the conditions of the bid bond as shown above.

_____ _____ _____
Electronic Bid Bond ID# Company/Bidder Name Signature and Title

PROPOSAL ENVELOPE

Illinois Department of Transportation

PROPOSALS

for construction work advertised for bids by the
Illinois Department of Transportation

Item No.	Item No.	Item No.

Submitted By:

Name:
Address:
Phone No.

Bidders should use an IDOT proposal envelope or affix this form to the front of a 10” x 13” envelope for the submittal of bids. If proposals are mailed, they should be enclosed in a second or outer envelope addressed to:

Engineer of Design and Environment - Room 323
Illinois Department of Transportation
2300 South Dirksen Parkway
Springfield, Illinois 62764

CONTRACTOR OFFICE COPY OF CONTRACT SPECIFICATIONS

NOTICE

None of the following material needs to be returned with the bid package unless the special provisions require documentation and/or other information to be submitted.

Contract No. 88975
Peoria County
Section 125I-2
FAP Route 646
District 4 Construction Funds

Illinois Department of Transportation

Illinois Department of Transportation

NOTICE TO BIDDERS

1. **TIME AND PLACE OF OPENING BIDS.** Sealed proposals for the improvement described herein will be received by the Department of Transportation at the Harry R. Hanley Building, 2300 South Dirksen Parkway, in Springfield, Illinois until 10:00 o'clock a.m., September 21, 2001. All bids will be gathered, sorted, publicly opened and read in the auditorium at the Department of Transportation's Harry R. Hanley Building shortly after the 10:00 a.m. cut off time.

2. **DESCRIPTION OF WORK**. (a) The proposed improvement is officially known as:

   Contract No. 88975
   Peoria County
   Section 125I-2
   FAP Route 646
   District 4 Construction Funds

   (b) The proposed improvement, shown in detail on the plans issued by the Department or on the location sketch, schedule and detail sheets included herein, includes, in general, the following described work:

0.75 km of 7.32 m and variable width of bituminous concrete widening and resurfacing on Illinois Route 40 at the intersection of Wilhelm Road and Mossville Road, north of Peoria.

3. **INSTRUCTIONS TO BIDDERS**. (a) This Notice, the invitation for bids, proposal and letter of award shall, together with all other documents in accordance with Article 101.07 of the Standard Specifications for Road and Bridge Construction, become part of the contract. Bidders are cautioned to read and examine carefully all documents, to make all required inspections, and to inquire or seek explanation of the same prior to submission of a bid.

   (b) State law, and, if the work is to be paid wholly or in part with Federal-aid funds, Federal law requires the bidder to make various certifications as a part of the proposal and contract. By execution and submission of the proposal, the bidder makes the certification contained therein. A false or fraudulent certification shall, in addition to all other remedies provided by law, be a breach of contract and may result in termination of the contract.

4. **AWARD CRITERIA AND REJECTION OF BIDS**. This contract will be awarded to the lowest responsive and responsible bidder considering conformity with the terms and conditions established by the Department in the proposal and contract documents. The issuance of plans and proposal forms for bidding based upon a prequalification rating shall not be the sole determinant of responsibility. The Department reserves the right to determine responsibility at the time of award, to reject any or all proposals, to readvertise the proposed improvement, and to waive technicalities.

By Order of the
Illinois Department of Transportation

Kirk Brown, Secretary

INDEX
FOR
SUPPLEMENTAL SPECIFICATIONS
AND RECURRING SPECIAL PROVISIONS

Adopted January 1, 2001

This sheet contains a listing of SUPPLEMENTAL SPECIFICATIONS, frequently used RECURRING SPECIAL PROVISIONS and LOCAL AGENCY SPECIAL PROVISIONS.

ERRATA Standard Specifications for Road and Bridge Construction (Adopt. 1-1-1997) (Rev. 1-1-2001)

SUPPLEMENTAL SPECIFICATIONS

RECURRING SPECIAL PROVISIONS

The following RECURRING SPECIAL PROVISIONS indicated by an "X" are applicable to this contract and are included by reference:

TABLE OF CONTENTS

STATE OF ILLINOIS

SPECIAL PROVISIONS

The following Special Provisions supplement the "Standard Specifications for Road and Bridge Construction," adopted January 1, 1997, the latest edition of the "Manual on Uniform Traffic Control Devices for Streets and Highways," and the "Manual of Test Procedures for Materials" in effect on the date of invitation for bids, and the Supplemental Specifications and Recurring Special Provisions indicated on the Check Sheet included herein which apply to and govern the construction of FA Route 646 (IL 40), Section 125I-2 in Peoria County and in case of conflict with any part or parts of said Specifications, the said Special Provisions shall take precedence and shall govern.

LOCATION OF PROJECT

This project is located on IL 40 at the intersection of Wilhelm road and Mossville Road, North of Peoria.

DESCRIPTION OF PROJECT

Work on this project consists of earthwork, pavement removal and replacement, storm sewer and pipe culvert placement, widening, patching, resurfacing, traffic signals, and other collateral work specified herein and as shown in the plans.

DATE OF COMPLETION

Effective March 1, 1990

The Contractor shall schedule his operations so as to complete all work and open all the roadway to traffic on or before September 15, 2002. The Contractor shall note that this completion date is based on an expedited work schedule.

BORROW EXCAVATION

Effective March 7, 2000

Add the following to the requirements of Article 204:

"Soils which demonstrate the following properties shall be restricted to the interior of the embankment and shall be covered on both sides and top with a minimum of 900mm (3 feet) of non-restricted soil not considered detrimental in terms of erosion potential or excess volume change. A restricted soil is defined as having any one of the following properties:"

- A grain size distribution with less than 35% passing the number 75um (#200) sieve.
- A plasticity index of less than 12.
- A liquid limit in excess of 50.

"All restricted and non-restricted embankment materials shall have the following minimum strengths for the indicated moistures:"

Immediate Bearing Value	**Shear Strength At 95% Density ***	**Moisture**
3.0	50 Kpa (1000 PSF)	120%
4.0	62 Kpa (1300 PSF)	110%

Granular Soils ϕ=35°

EMBANKMENT (SMALL EMBANKMENT)

Effective October 1, 1999

Revised the third paragraph of Article 205.06 of the Standard Specifications to read:

> All material used for embankment shall not contain more than 120% of the optimum moisture except for the top 600 mm (2 ft.).
>
> The top 600 mm (2 ft.) of all embankments shall not contain more than 110% of the optimum moisture determined according to AASHTO T99 (Method C). The 110% of optimum moisture limit may be waived in free draining granular material when approved by the Engineer.

SODDING, SALT TOLERANT

Effective March 17, 1995 September 1, 1997

This work shall be performed in accordance with Section 252 of the Standard Specifications except as modified herein.

Replace the fourth paragraph of Article 252.03 with the following:

198 kg (180 pounds) of fertilizer nutrients per hectare (acre) shall be applied at a 1:1:1 ratio as follows:

Nitrogen Fertilizer Nutrients 66 kg/ha (60 lbs./acre)
Phosphorus Fertilizer Nutrients 66 kg/ha (60 lbs./acre)
Potassium Fertilizer Nutrients66 kg/ha (60 lbs./acre)

Replace the fourth paragraph of Article 252.12 with the following:

"Fertilizer nutrients will not be measured for payment but shall be included in the contract unit price for SODDING, SALT TOLERANT."

SUBGRADE TREATMENT

Effective July 1, 1990 Revised October 1, 1999

Revise the third paragraph of Article 301.03 of the Standard Specifications to read:

> In cut sections, the Contractor responsible for the rough grading shall take the following steps in an effort to obtain not less than 95% of the standard laboratory density in the subgrade and not more than 110% of the optimum moisture for the top 300 mm (1 ft.) of the subgrade.

BITUMINOUS BASE COURSE 200 MM & 260 MM

Effective April 1, 1996 Revised September 29, 2000

The bituminous mixtures used in these items shall meet a 19 mm Superpave Binder Specification with an N design of 50 or 70, depending upon the type of mix to be placed over the base course widening. The mixtures shall be proportioned and tested in accordance with the appropriate sections of the Recurring Special Provision, "Quality Control/Quality Assurance for Bituminous Concrete Mixtures" as determined by the Engineer.

BITUMINOUS BASE COURSE WIDENING

Effective April 1, 1996 Revised September 29, 2000

The bituminous mixtures used in these items shall meet a 200mm & 260mm Superpave Binder Specification with an N design of 50 or 70, depending upon the type of mix to be placed over the base course.widening. The mixtures shall be proportioned and tested in accordance with the appropriate sections of the Recurring Special Provision, "Quality Control/Quality Assurance for Bituminous Concrete Mixtures" as determined by the Engineer.

PLACEMENT OF BITUMINOUS SURFACE COURSES

Effective March 22, 2001

Placement of bituminous concrete surface courses shall not be allowed after October 15th of any calendar year. The contractor is responsible for scheduling construction activities to complete placement of surface courses prior to October 15th. If surface courses are not in place by October 15th, the contractor is responsible for implementing any measures needed to make the roadway suitable for winter traffic and snow plowing activities. Any additional costs associated with this provision shall be considered included in the cost of the unit prices bid for bituminous surface course items.

BITUMINOUS SURFACE REMOVAL, VARIOUS DEPTH

Effective February 5, 1993 Revised January 3, 2000

Add the following to Article 440.03:

Weather conditions, when milling work is performed, must be such that short term or temporary pavement markings can be placed the day the surface is milled in accordance with Section 703 "Work Zone Pavement Markings".

The cutting teeth used in the milling operation shall be the GTE AM722, or an approved equivalent. When the teeth become worn so that they do not produce a uniform surface texture, they shall all be changed at the same time (as a unit). Occasionally, individual teeth may be changed if they lock up or break, but this method shall not be used to avoid changing the set of teeth as a unit.

The moldboard is critical in obtaining the desired surface texture. It shall be straight, true, and free of excessive nicks or wear, and it shall be replaced as necessary to uniformly produce the required surface texture. Gouging of the pavement by more than 6 mm (1/4 inch) shall be sufficient cause to require replacement of all teeth, occasional gouges, due to deteriorated pavement condition, or separation of lifts will not be cause to replace all teeth. The Engineer will be the sole judge of the cause of the pavement gouging and the corrective work required. Corrective work due to negligence or poor workmanship will be at the Contractor's expense.

The Contractor shall mill various depth at the centerline, except when the milling at the outer edge of the lane would exceed 40 mm (1.5 inches); then the Contractor shall reduce the cut at the centerline to provide the maximum cut of 40 mm (1.5 inches) at the edge of pavement. If deemed necessary, the Contractor may reduce the cross slope from normal to 1.5% to 1%. A drawing labeled "Bituminous Surface Removal" is included in the plans.

An automatic grade control device shall be used when milling mainline pavement and shall be capable of controlling the elevation of the drum relative to either a preset grade control stringline or a grade reference device traveling on the adjacent pavement surface. The automatic grade control device may be utilized on only one side of the machine with an automatic slope control device controlling the opposite side. The traveling grade reference device shall not be less than 9 m (30 feet) in length for rural areas. For urban areas, a device not less than 6 m (20 feet) in length will be required. When milling cross roads, turn lanes, intersections, crossovers, or other miscellaneous areas, the Engineer may permit the use of a matching shoe.

Surface tests will be performed according to Article 407.09(a) of the Standard Specifications. The profile will be taken 0.9 m (3 ft.) from and parallel to each edge of pavement and 0.9 m (3 ft.) from and parallel to the centerline on each side. If a shadow area is found at the 0.9 m (3 ft.) points, the pavement smoothness tester will be moved sufficient distance either side to measure the Contractor's milling efforts. If any (milled) surface variations found to be over 6 mm in 3 m (1/4" in 10'), then the roadway shall be reprofiled at no additional cost. In addition, the Contractor shall be responsible for refilling, with approved Class I bituminous mixtures, any area that lowered the pavement profile as a result of his faulty milling operations if directed by the Engineer. The Contractor shall be responsible for providing the pavement smoothness tester described elsewhere to retest the pavement profile obtained.

If the milling depth is intended to expose the original concrete pavement, then additional hand or machine work may be necessary to remove any remaining veneer of bituminous pavement which may be left in place behind the milling machine. Such work will be at the direction of the Engineer and at no extra cost to the State.

The Contractor shall provide a 3 m (10 foot) straightedge equipped with a carpenter's level or a 2.1 m (7 foot) electronic straightedge to check the cross slope of the roadway at regular intervals as directed by the Engineer.

Surface Texture: Each tooth on the cutting drum shall produce a series of discontinuous longitudinal striations. There shall be 16 to 20 striations (tooth marks) for each tooth for each 1.8 m (6 feet) in the longitudinal direction, and each striation shall be 43 +- 5 mm (1.7 inches +/- 0.2 inch) in length after the area is planed by the moldboard. Thus, the planed length between each pair of striations shall be 58 +/- 5 mm (2.3 inches +/- 0.2 inch). There shall be 80 to 96 rows of discontinuous longitudinal striations for each 1.5 m (5 feet) in the transverse dimension. The areas between the striations in both the longitudinal and transverse directions shall be flat topped and coplaner. The moldboard shall be used to cut this plane; and any time the operation fails to produce this flat plane interspersed with a uniform pattern of discontinuous longitudinal striations, the operation shall be stopped and the cause determined and corrected before recommencing. Other similar patterns of uniform discontinuous longitudinal striations interspersed on a flat plane may be approved by the Engineer. A drawing entitled "Bituminous Surface Removal" showing the desired surface texture is included in the plans.

The startup milling speed shall be limited to a maximum of 15 m (50 foot) per minute. The Contractor shall limit his operations to this speed to demonstrate his ability to obtain the striations and rideability as described above. If the Contractor is able to demonstrate that he can consistently obtain the desired striations and rideability at a greater speed he will be permitted to run at the increased speed.

Cleanup: After cold milling a traffic lane and before opening the lane to traffic, the pavement shall be swept by a **(a) self-propelled street sweeper with power vacuum capability or (b) mechanical broom** to prevent compaction of the cuttings onto the pavement. All loose material shall be removed from the roadway. Before the prime coat is placed, the pavement shall be cleaned of all foreign material to the satisfaction of the Engineer.

This cleanup work shall be considered included in the contract unit price per square meter (square yard) for BITUMINOUS SURFACE REMOVAL of the depth specified, and no additional compensation will be allowed.

Method of Measurement

(a) Contract Quantities. The requirements for the use of Contract Quantities shall be Article 202.07(a) of the Standard Specifications.

(b) Measured Quantities. Cold milling and planing will be measured and the area computed in square meters (square yards) of surface.

Areas not milled (shadow areas) due to rutting in the existing pavement surface will be included in the area measured for payment.

Basis of Payment: The cold milling and planing will be paid for at the contract unit price per square meter (square yard) for BITUMINOUS SURFACE REMOVAL of the depth specified. Payment as specified will include variations in depth of cuts due to rutting, superelevations, and pavement crown and no additional compensation will be allowed.

PAVEMENT PATCHING WITH BITUMINOUS SURFACE REMOVAL

Effective March 1, 1997

The Contractor shall complete the bituminous surface removal prior to pavement patching.

REFLECTIVE CRACK CONTROL TREATMENT

Effective March 1, 1996 Revised March 1, 1997

Revise the 2nd and 3rd sentences of Article 443.01 to read as follows:

"Area reflective crack control treatment shall be System A. Strip reflective crack control treatment shall be System A."

Add the following paragraph to Article 443.04:

"If rain is imminent, the Contractor is to apply a fog coat prime and a fine aggregate blotter, as directed by the Engineer, to all area crack control fabric that has been placed but not overlaid. This work shall be completed in accordance with Article 406.06, and will be paid for in accordance with Article 109.04."

Add the following paragraph to Article 443.05:

"The bituminous concrete leveling binder, binder course, or surface course mixture placement on the crack control treatment shall be completed within two working days of the time the crack control is installed.

Reflective crack control treatment placed more than two working days in advance of the overlay placement will be inspected by the Engineer prior to placing the overlay. Any corrective work required by the Engineer shall be completed by the Contractor at no cost to the Department."

Revise the first sentence of Article 443.06 to read as follows:

"The area to be covered with fabric shall be sprayed uniformly with asphalt binder at a rate of 0.8 to 1.3 L/m^2 (0.20 to 0.30 gal/sq yd) as directed by the Engineer.

Add after the first paragraph of Article 443.06:

"If the asphalt cement binder bleeds through the fabric under traffic, then a fine aggregate blotter shall be applied as directed by the Engineer and paid for in accordance with Article 109.04.

After reflective crack control placement and prior to the bituminous overlay placement, the Contractor shall furnish, erect and maintain SLIPPERY WHEN WET signs at such locations when required during wet weather. The cost of this work shall be included in the unit prices bid and no additional compensation will be allowed."

BITUMINOUS SHOULDER RESURFACING CONSTRUCTED SIMULTANEOUSLY WITH MAINLINE PAVING

Effective January 22, 2001

If the Contractor chooses to resurface bituminous shoulders simultaneously with the mainline pavement resurfacing, a roller meeting the requirements of Article 482.06 shall be required. This roller will be in addition to any rollers required for compaction of the mainline roadway resurfacing. This additional roller will not be paid for separately, but shall be included in the contract unit price bid for the mainline bituminous material being placed.

BACKFILL - PIPE CULVERTS

Effective October 15, 1995 Revised January 3, 2000

When trenches or excavation are made across existing pavement to remain in place, revise Article 542.04(e) 4th and 5th paragraphs as follows:

"The remainder of the trench and excavation shall be backfilled with trench backfill. All backfill material shall be deposited in the trench or excavation in such a manner as not to damage the culvert. Trench backfill above the center of the pipe shall be compacted by either Method 2 or Method 3 specified in Article 550.07, or in accordance with Method 1 specified in Article 550.07, except that the compacted lifts shall not exceed 200 mm (8 inches) in thickness.

When the trench has been widened for the removal and replacement of unstable or unsuitable material, the backfilling with trench backfill and impervious material will be required for the entire width of the trench or excavation. Each 200 mm (8 inch) layer for the entire trench width shall be completed before beginning the placement of the next layer."

Basis of Payment: This work will not be paid for separately but shall be included in the contract unit price per meter (foot) for PIPE CULVERTS, of the type and diameter specified. Trench backfill will be paid for as specified in Article 208.04.

BACKFILL, BUILDING REMOVAL

Effective August 20, 1991 Revised September 23, 1996

All material furnished for backfilling holes and basements for building removal shall satisfy Article 1003.04 or 1004.06 of the Standard Specifications.

The cavities under the proposed roadway shall be backfilled as outlined under Article 550.07 Method 1, 2, or 3 of the Standard Specifications.

Aggregate used shall contain no frozen matter nor shall the aggregate be placed on snow or ice. Jetting or inundating shall not be done during freezing weather.

After the filling of the void, the site shall be graded and cleaned-up to the satisfaction of the Engineer.

If there is a possibility of trapping of sub-surface drainage, basement floors shall be broken to comply with local building codes to prevent entrapment of water.

A suitable earth cap, minimum 300 mm (12 inches) thick, shall be placed as the final backfill lift on all cavity areas outside the proposed embankment or pavement structure.

This work will not be paid for separately, but shall be included in the cost of the building removal pay items included in the contract.

INLETS, TYPE G-1, SPECIAL

Effective October 1, 1995

This work shall consist of furnishing all labor, equipment, and material for the construction of Type G-1, Special inlets and Combination Concrete Curb and Gutter in accordance with Sections 602 and 606 of the Standard Specifications and the details in the plans.

Add ″INLETS, G-1, SPECIAL″ to Article 602.115 of the Standard Specifications. Delete the first paragraph in Articles 606.13 and 606.14.

Payment for transitional Combination Concrete Curb and Gutter will be included in ″INLETS, TYPE G-1, SPECIAL″ in accordance with details shown in the plans.

This work will be paid for at the contract unit price each for INLETS, TYPE G-1, SPECIAL.

FILLING EXISTING CULVERTS

Effective October 15, 1995 Revised October 23, 1996

This work shall consist of filling existing pipe culverts with controlled Low Strength Material meeting the requirements set forth in Check Sheet #12 of the Recurring Special Provisions.

The culverts to be filled are as follows:

The culverts shall be plugged on both ends with a plug material meeting the approval of the Engineer. The plug shall be adequate to withstand the hydrostatic load created during the filling operation. If the plugs fail during the filling operation, the Contractor shall be responsible for the cost of repairing the plugs and filling the remainder of the culvert.

This work, including the cost of plugging the pipe ends, will be paid for at the contract unit price each for FILLING EXISTING CULVERTS. Each culvert location filled will be paid for separately.

GUARDRAIL AGGREGATE EROSION CONTROL

Effective February 1, 1993 Revised May 1, 1995

This work shall consist of furnishing, placing, and shaping crushed aggregate placed around and behind guardrail posts in accordance with plan details.

Method of Measurement: The aggregate for constructing the Guardrail Aggregate Erosion Control will be measured in metric tons (tons).

The Geotextile Fabric will not be measured for payment.

Basis of Payment: Guardrail Aggregate Erosion Control will be paid for at the contract unit price per metric ton (ton) for GUARDRAIL AGGREGATE EROSION CONTROL measured as specified herein. The Geotextile Fabric will not be measured for payment, but shall be included in the cost per metric ton (ton) for GUARDRAIL AGGREGATE EROSION CONTROL.

PERMANENT SURVEY TIES

Effective April 1, 1991 Revised July 1, 1994

This work shall consist of furnishing and installing a permanent survey tie at the locations shown in the plans and in accordance with the Detail for Permanent Survey Ties included in the plans.

The Class SI concrete used in the permanent survey ties shall be in accordance with Section 503 of the Standard Specifications. The reinforcement bars used shall be in accordance with Section 508 of the Standard Specifications.

TRAFFIC CONTROL PLAN

Effective July 9, 2001

Traffic control shall be in accordance with the applicable sections of the "Standard Specifications for Road and Bridge Construction," the applicable guidelines contained in the "Illinois Manual on Uniform Traffic Control devices for Streets and Highways," these Special Provisions, and any special details and Highway Standards contained herein and in the plans.

Special attention is called to Section 701 and Articles 107.09 and 107.14 of the "Standard Specifications for Road and Bridge Construction," and the following Highway Standards relating to traffic controls:

701001	701201	701301	701311	701006	701306
701326	702001	BLR21			

Working Restrictions

IL Route 40 shall be kept open to traffic at all times. One way traffic using appropriate traffic control, will be allowed between the hours 8:30 A.M. and 4:00 P.M., Monday through Friday. Longer hours of lane closure will be permitted on weekends if desired by the Contractor's operations.

Wilhelm Road and Havenhurst Lane shall be kept open to one lane of traffic during culvert removal and construction of new culverts. Time restrictions will not apply for these roadways.

Existing Wilhelm Road and existing Mossville Road shall be kept open to traffic until their relocations can be opened.

Temporary Signals shall be provided at the existing IL Route 40/Mossville Road intersection to accommodate the proposed roadway work. Refer to the Special Provision titled "Temporary Traffic Signal Installation."

Traffic Control Surveilance as defined in Article 701.04(b)(2), is applicable only when standard 701326 is being used.

CONDUIT, PUSHED OR TRENCHED

Effective October 1, 1991 Revised January 1, 1998

This work shall consist of furnishing and installing conduit under an existing roadway, driveway, or sidewalk, or trenched into the ground. The Contractor may substitute coilable polyethylene conduit of equal size.

In urban areas where the existing pavement is to be overlaid, if utility conflicts or other circumstances make a push impossible, then the Engineer may direct the Contractor to saw cut the pavement to install the conduit. This work shall consist of using a wheel saw to cut a 100mm (4") wide cut through the pavement and installing the conduit just below the pavement structure. The Contractor shall then backfill the cut with an approved bituminous concrete mixture. This work shall be performed before any rotomilling or overlaying of the pavement. The work of saw cutting the pavement and backfilling the cut will be paid for according to Article 109.04 of the Standard Specifications.

Basis of Payment. This work will be paid for at the contract unit price per meter (foot) for CONDUIT of the size and type specified, which price shall be payment in full for furnishing and installing the conduit and fittings complete.

GRANULAR AGGREGATE COURSES

Effective February 19, 1992 Revised October 1, 1999

Revise the first sentence in the fifth paragraph of Article 1004.04(c) to read: "For granular aggregate courses--base, subbase, and shoulder except subbase Types B and C--gradation CA 6 or CA 10 may be used."

BUILDING REMOVAL NO.1

This work consists of the complete removal and disposal of the metal grain bin at Station 14+948±. Also included is the removal and disposal of concrete foundations to at least 300 mm below the proposed ground surface elevation.

This work will be paid for at the contract unit price Lump Sum for the BUILDING REMOVAL NO.1.

TEMPORARY TRAFFRIC SIGNAL INSTALLATION

This work consists of providing a temporary traffic signal system at the intersection of IL Route 40 and Mossville Road. The work includes: relocating three (3) existing wood poles, removing and relocating existing traffic signal heads; removing existing span wires and overhead conductors, furnishing and installing new span wires and conductors; and other miscellaneous related work.

Traffic signal maintenance and responsibility shall be in accordance with Article 801.13 of the Standard Specifications except as follows:

Add the following paragraph to sub-paragraph (c): During the time period involved while removing existing signal items and installing/relocating required items for the proposed temporary signals, the Contractor shall install three (3) signs along Mossville Road. The locations of the signs will be determined by the Engineer, wood posts, (100 mm X 150 mm) shall be furnished by the Contractor.

The signs to be furnished by the Department are:

1. STOP (R1-1 – Special 48")

2. STOP AHEAD (W3-1 – Special 48")

3. CROSS TRAFFIC DOES NOT STOP (R-1 – I100)

After the temporary signal system is operational, the signs shall be removed and returned to the Department. The posts shall be removed and remain the property of the Contractor.

Upon completion of the permanent signal system and when the Mossville Road relocation is opened to traffic, all existing temporary signal material and equipment shall be removed. The existing signal heads and controller will remain the property of the Department and shall be returned to the City of Peoria, Traffic Operations Center, 3500 Dries Lane, Peoria, IL. All other material and equipment shall remain the property of the Contractor and be disposed of off the right-of-way.

This work will be paid for at the contract unit price each for TEMPORARY TRAFFIC SIGNAL INSTALLATION.

PORTLAND CEMENT CONCRETE PAVEMENT, (250 MM) (SPECIAL) WITH INTEGRAL CURB

The following revisions shall be made to Standard B.L.R. 10-3:

1. Refer to Section – 10.8m (36') to 14.4m (48') Width on Sheet 1 of 2: the outside lane widths shall be 3.25m wide from back of curb to the longitudinal joint. The inside lanes shall be 3.05m wide.

2. Refer to the Integral Curb detail on Sheet 2 of 2: the curb width shall be 200mm instead of 175mm and the flag width shall be 460mm instead of 300mm.

CLASS D PATCHES

This work consists of pavement patching and shall be done in accordance with Section 442 of the Standard Specifications except as specified herein.

Patching Required for Culvert Work Under IL Route 40

The following describes the existing pavement structure of IL Route 40 at Station 14+507 and 14+993, where Class D patches are required for culvert work:

Original Pavment:	5.49m wide (18') concrete
Widened to:	6.71m (22') concrete
Resurfacings (4):	Total thickness 230mm (±9")
Bit. Shoulders:	2 @ 460mm (18")

The existing surface width various between 7.32m (24') and 7.62m (25') due to the various resurfacings, however the actual width of the underlying concrete “Pavement” is 6.7m (22').

Although the existing “concrete pavement” width is 6.7m (22') the pavement functions as, and is striped as a 7.32m (24') pavement.

After removal of the existing culvert at Station 14+507 and after placing the proposed culvert at Station 14+993, the trench shall be backfilled with trench backfill up to the bottom of the proposed 300mm patch. Trench backfill will be measured and paid for separately.

Delete the 2nd and 3rd paragraphs of Article 442.10, METHOD OF MEASUREMENT.

Add the following to the 1st paragraph of Article 442.10:

> Measurement of the pavement removal and replacement will be based upon the total surface width of the “pavement” which includes the bituminous shoulders.

Patching Required for IL Route 40 for Other than Culvert Work

Class D patching in other areas of IL Route 40 involves similar existing pavement structures, and in some areas additional existing bituminous widening of the previously widened 6.71m concrete pavement may be found. The void created by removal of pavement for patches in other than the two locations previously mentioned shall be backfilled to the bottom of the proposed 300 bituminous patch with either FA 6 (Article 1003.04) or CA 6 or 10 (Article 1004.04). This material and work will not be measured separately but the cost shall be included in the contract unit price for CLASS D PATCHES of the type and thickness specified.

Patching for Wilhelm Road

This work shall be done in accordance with Section 442 and as specified herein.

Patches will be required due to the removal of an existing culvert under Wilhelm Road and for the installation of a temporary culvert. As Wilhelm Road will eventually be removed, trench backfill will not be required to backfill the trenches. Backfilling shall be done in accordance with Article 542.04 (e) of the Standard Specifications. Backfill material and the labor required will not be measured or paid for separately.

EXPANSION JOINTS, P.C.C. PAVEMENT WITH SLEEPER SLAB

Expansion joints in the reinforced concrete pavement shall be capable of taking 4” expansion as shown on the plans. The joints shall be constructed in accordance with the plans and the applicable portions of Article 503.10 of the “Standard Specifications for Road and Bridge Construction" and shall be placed as directed by the Engineer.

Prior to the pavement work, a sleeper slab will be constructed as shown on the plans and detail at the specified locations. The slabs shall be finished smooth and allowed to cure 14 days. Prior to paving, the slabs shall be greased and covered with Visqueen (plastic).

Furnishing and installing the expansion joints with sleeper slab will not be paid for separately but shall be considered incidental to P.C.C. PAVEMENT (250 MM) (SPECIAL) w/INTEGRAL CURB, and no additional compensation will be allowed.

FULL ACTUATED CONTROLLER AND TYPE IV CABINET

This work shall be in accordance with Section 857 and 1085 of the Standard Specifications except as modified herein.

The traffic signal cabinet shall have a NEMA TS-2 back panel. The cabinet shall include a malfunction management unit to allow enhanced fault monitoring capabilities. The malfunction management unit shall be an EDI model MMU-16E and shall include the EECOM diagnostic software.

The controller shall be a NEMA TS-2 Type 2 controller.

The cabinet and controller shall be compatible with either an Econolite closed loop system with Aries remote monitoring software or an Eagle closed loop system with ACTRA / MARC remote monitoring software.

The malfunction management unit and traffic signal controller shall be equipped with the latest software and firmware revisions. The cabinet shall be equipped with a plexi-glass shield that covers the power panel which houses the mercury bus relay, line filter, circuit breakers, and other electrical components.

All traffic signal cabinets shall be equipped with a sixteen load switch back panel to accommodate future expansion.

The cabinet or controller shall be equipped with a fiber optic interface panel, any fiber optic modems that are needed, and a twenty-four fiber wall- mountable interconnect center. The cabinet shall also be equipped with any and all other components necessary to provide for a complete and functional fiber optic telemetry.

The cabinet shall be equipped with toggle switch guards for all switches located on the door to prevent accidental switching.

The cabinet shall be equipped with additional surge protection for the controller, malfunction management unit, and video detection system. The surge protector shall be a Transtector model ACP100BWN3 and shall be included **in addition** to an EDCO SHA-1210 IRS protector. The EDCO SHA-1210 IRS surge protector is to be provided in accordance with Section 1085.47 A(4a) and shall be wired to provide surge protection for the controller, malfunction management unit, and detector amplifiers. The Transector surge suppressor may be wired to the Equipment protected power terminals of the EDCO SHA-1210 IRS unit provided that the controller, MMU, and detection system are protected.

The Contractor shall set up each cabinet at the city of Peoria Public Works Operations & Maintenance Center located at 3505 N. Dries Lane. The cabinet, controller, and MMU shall be delivered and set up by the Contractor for inspection by the Engineer. All phases that are utilized shall be hooked up to a light board to provide observation for each signal indication. The Engineer shall be notified when the set up is complete so that all pertinent timings may be entered into the each traffic signal controller. The facility shall be subject to a seven day burn-in period before installation will be allowed.

Basis Of Payment:

The above work will be paid for at the contract unit price for FULL ACTUATED CONTROLLER AND TYPE IV CABINET and shall be payment in full for providing, testing, and installing the equipment described above, complete. No additional compensation will be allowed.

FIBER OPTIC CABLE IN CONDUIT, 24F (12 MM/12 SM)

This work shall be in accordance with Section 857 and 1085 of the Standard Specifications except as modified herein.

The fiber optic cable shall be a 24-fiber cable that includes 12 multi-mode fibers and 12 single mode fibers.

Six multi-mode fibers shall be terminated in the traffic signal cabinet. All terminated fibers shall be clearly labeled. Any necessary fiber optic cables, connectors, and hardware shall be included in this pay item to provide the six fibers at each intersection as specified.

The single mode fibers shall be left uncut (if possible) and intact for future use.

Thirty-five feet of slack cable shall be left in each double handhole and twelve feet of total slack cable shall be left in each single handhole to accommodate future expansion. There will be no additional compensation for the slack cable.

Article 868.03 D calls for cable marking tape to be installed as part of "trench and backfill for electrical work". This requirement is waived and the following section shall apply:

> 12 Ga., stranded thin, insulated orange tracer cable is to be pulled into all conduits that contain fiber optic cable. This work shall be done at the same time the fiber optic cable is pulled. There will be no additional compensation for this work.

THE CONTRACTOR SHALL NOTIFY ERIC HOWALD, I.D.O.T. TRAFFIC SIGNAL SYSTEMS ENGINEER, AT (309) 671-4481 BEFORE PROCEEDING WITH THE FIBER OPTIC INSTALLATION.

VIDEO VEHICLE DETECTION SYSTEM (4 CAMERA)

The following video vehicle detection systems meet the specifications outlined in this section and are currently approved for use in District 4:

Iteris Vantage Plus (4 Camera System)
Econolite Autoscope Solo (4 Camera System)

The quantity and type of cable that will be required to complete the installation will vary depending on the equipment manufacturer. The Contractor shall be responsible for determining the cable type and quantities of cable required for the video detection installations. All cable used shall meet current Department specifications and shall be subject to approval by the Engineer.

The video vehicle detection system shall include all necessary electric and coaxial cable, electrical junction boxes, electrical and coaxial surge suppression, hardware, software, programming, and camera brackets that are required for installation. These items should be taken into consideration and shall be included in the bid price for VIDEO VEHICLE DETECTION SYSTEM.

A total of one 12" black and white video monitor and trackball shall be included to allow for the setup and monitoring of all of the video detection systems. Any special hardware that may be required for focusing or zooming the cameras shall be included as well.

All vehicle video detection systems shall be equipped with the latest software or firmware revisions.

The video vehicle system shall be configured and installed to NEMA TS2 Standards (use of the SDLC port and BIU). Installation conforming to NEMA TS1 standards shall not be allowed.

The Contractor shall be responsible for furnishing and installing all necessary camera brackets that are required for the camera installation. These brackets should be mounted near the top of the mast arm strain pole or on the luminaire arm and shall be of aluminum construction with a natural finish. The camera mounting brackets for the mast arms equipped with luminaire extensions shall also be of aluminum construction with a natural finish. All brackets shall be submitted to the Department for approval prior to installation. The material and installation shall be completed to the satisfaction of the engineer.

The minimum requirements for a video vehicle detection system are listed below:

1.0 General

This Specification sets forth the minimum requirements for a system that monitors vehicles on a roadway via processing of video images and provides detector outputs to a traffic controller or similar device. All video detection systems must be approved by the Department. Currently, only Iteris and Econolite Autoscope video detection systems are approved for use within District 4.

1.1 System Hardware

The system shall consist of four video cameras and an automatic control unit (ACU). The ACU shall process all detected calls and shall be equipped with the latest firmware revisions.

1.2 System Software

The system shall be able to detect either approaching or receding vehicles in multiple traffic lanes. A minimum of 24 detection zones shall be user-definable per camera. The user shall be able to modify and delete previously defined detection zones. The software shall provide remote access operation and shall be the latest revision.

2.0 Functional Capabilities

2.1 Real-Time Detection

2.2 The ACU shall be capable of simultaneously processing information from up to four (4) video sources. The video shall be digitized and analyzed at a rate of 30 times per second.

2.3 The system shall be able to detect the presence of vehicles in a minimum of 96 detection zones within the combined field of view of the image sensors.

3.0 Vehicle Detection

3.1 Detection Zone Placement

The video detection system shall provide flexible detection zone placement anywhere and at any orientation within the combined field of view of the image sensors. In addition, detection zones shall have the capability of implementing logical functions including AND and OR.

3.2 Optimal Detection

The video detection system shall reliably detect vehicle presence when the image sensor is mounted 30 feet (10 m) or higher above the roadway, when the image sensor is adjacent to the desired coverage area, and when the length of the detection area or field of view (FOV) is not greater than ten (10) times the mounting height of the image sensor. The image sensor shall not be required to be mounted directly over the roadway. A single image sensor, placed at the proper mounting height with the proper lens, shall be able to monitor six (6) to eight (8) traffic lanes simultaneously.

3.3 Detection Performance

Overall performance of the video detection system shall be comparable to inductive loops. Using standard image sensor optics and in the absence of occlusion, the system shall be able to detect vehicle presence with 98% accuracy under normal conditions, (days & night) and 96% accuracy under adverse conditions (fog, rain, snow). The ACU shall output a constant call for each enabled detector output channel if a loss of video signal occurs in any camera.

The ACU shall be capable of processing a minimum of twenty detector zones placed anywhere in the field of view of the camera.

4.0 ACU Hardware

4.1 ACU Mounting

The ACU shall be shelf or rack mountable. Nominal outside dimensions excluding connectors shall not exceed 7.25" x 19" x 10.5" (H x W x D).

4.2 ACU Environmental

The ACU shall be designed to operate reliably in the adverse environment found in the typical roadside traffic cabinet. It shall meet the environmental requirements set forth by the NEMA (National Electrical Manufacturers Association) TS1 and TS2 standards as well as the environmental requirements for Type 170 and Type 179 controllers. The minimum operating temperature range shall be from -35 to +74 degrees C at 0% to 95% relative humidity, non-condensing.

5.0 ACU Electrical

5.1 The ACU shall be modular in design and provide processing capability equivalent to the Intel Pentium microprocessor. The bus connections used to interconnect the modules of the ACU shall be gold-plated DIN connectors.

5.2 The ACU shall be powered by 89 - 135 VAC, 60 Hz, single phase, and draw 0.25 amps, or by 190 - 270 VAC, 50 Hz, single phase and draw 0.12 amps. If a rack mountable ACU is supplied, it shall be capable of operating from 10 to 28 VDC. The power supply shall automatically adapt to the input power level. Surge ratings shall be as set forth in the NEMA TS1 and TS2 specifications.

5.3 Serial communications to a remote computer equipped with remote monitoring software shall be through an RS-232 serial port. A 9-pin "D" subminiature connector on the front of the ACU shall be used for serial communications.

5.4 The ACU may be equipped with a NEMA TS1 detector interface for 32 detector outputs. Output level shall be compatible with the NEMA TS1, NEMA TS2 Type 2, Type 170 and Type 179 standards.

5.5 The ACU shall be equipped with a NEMA TS2 RS-485 SDLC interface for communicating input and output information. Front panel LEDs shall provide status information when communications are open.

5.6 The ACU and/or camera hookup panel shall be equipped with four RS-170 (B&W)/NTSC (color) composite video inputs for coaxial camera connections or, so that signals from four image sensors can be processed in real-time.

5.7 The ACU shall be equipped with a port to provide communications to a computer running the remote access software.

5.8 The ACU and/or camera hookup panels used for a rack mountable ACU shall be equipped with a video output port.

5.9 The ACU shall be equipped with viewable front panel detection LED indications.

6.0 Camera

6.1 The video detection system shall use medium resolution, monochrome or color, image sensors as the video source for real-time vehicle detection. As a minimum, each image sensor shall provide the following capabilities:

a. Images shall be produced with a CCD sensing element with horizontal resolution of at least 500 lines and vertical resolution of at least 350 lines.

b. Useable video and resolvable features in the video image shall be produced when those features have luminance levels as low as 0.1 lux at night.

c. Useable video and resolvable features in the video image shall be produced when those features have luminance levels as high as 10,000 lux during the day.

d. Automatic gain, automatic iris, and absolute black reference controls shall be furnished.

e. An optical filter and appropriate electronic circuitry shall be included in the image sensor to suppress "blooming" effects at night.

f. The machine vision processor (MVP) may be enclosed within the camera.

6.2 The image sensor shall be equipped with an integrated zoom lens with zoom and focus capabilities that can be changed using either configuration computer software or hand-held controller.

6.3 The image sensor and lens assembly shall be housed in an environmental enclosure that provides the following capabilities:

a. The enclosure shall be waterproof and dust-tight to NEMA-4 specifications.

b. The enclosure shall allow the image sensor to operate satisfactorily over an ambient temperature range from -34C to +74C while exposed to precipitation as well as direct sunlight.

c. The enclosure shall allow the image sensor horizon to be rotated in the field during installation.

d. The enclosure shall include a provision at the rear of the enclosure for connection of power and video signal cables fabricated at the factory. Input power to the environmental enclosure shall be either 115 VAC 60 Hertz or 24 VAC/DC 60 Hertz.

e. A heater shall be at the front of the enclosure to prevent the formation of ice and condensation in cold weather, as well as to assure proper operation of the lens' iris mechanism. The heater shall not interfere with the operation of the image sensor electronics, and it shall not cause interference with the video signal.

f. The enclosure shall be light-colored and shall include a sun shield to minimize solar heating. The front edge of the sunshield shall protrude beyond the front edge of the environmental enclosure and shall include provision to divert water flow to the sides of the sunshield. The amount of overhang of the sun shield shall be adjustable to prevent direct sunlight from entering the lens or hitting the faceplate.

g. The total weight of the image sensor in the environmental enclosure with sunshield shall be less than 6 pounds.

h. When operating in the environmental enclosure with power and video signal cables connected, the image sensor shall meet FCC class B requirements for electromagnetic interference emissions.

6.4.1 The video output of the image sensor shall be isolated from earth ground. All video connections from the image sensor to the video interface panel shall also be isolated from earth ground.

6.5 The video output, communication, and power to the image sensor shall include transient protection to prevent damage to the sensor due to transient voltages occurring on the cable leading from the image sensor to other field locations.

6.6 A galvanized steel junction box shall be available as an option with each image sensor for installation on the structure used for image sensor mounting. The junction box shall contain a terminal block for terminating power to the image sensor and connection points for coaxial cables from the image sensor and from the ACU.

6.7 A video interface panel shall be available for installation inside of the traffic cabinet. The panel shall provide coaxial cable connection points and an EDCO CX06-BNCY or approved equal transient suppressor for each image sensor. The shield side of the coaxial cable connection at the transient suppressor shall be connected to earth ground via the transient suppressor.

If the coaxial cable used to connect the video signal from the image sensor to the ACU is to be routed through a conduit containing unbundled AC power cables, a video isolation amplifier shall be installed in addition to the video interface panel. The isolation amplifier shall buffer the video signal and provide transient suppression. The isolation amplifier shall have a minimum common mode rejection ratio at 60 Hz of 100 dB.

6.8 The image sensor shall be connected to the ACU such that the video signal originating from the image sensor is not attenuated more than 3 dB when measured at the ACU. When the connection between the image sensor and the ACU is coaxial cable, the coaxial cable used shall be a low loss 75 ohm precision video cable suited for outdoor installation, such as Belden 8281, West Penn P806, or approved equal.

7.0 Software

7.1 The system shall include the remote access software that is used to setup and configure the video detection system. The software shall be of the latest revision.

7.2 All necessary cable, adapters, and other equipment shall be included with the system.

8.0 Installation and Training

8.1 The supplier of the video detection system shall supervise the installation and testing of the video and video vehicle detection equipment. A factory certified representative from the supplier shall be on-site during installation.

8.2 A maximum of two days of training shall be provided to personnel of the contracting agency in the operation, setup and maintenance of the video detection system at the Engineer' option. Instruction and materials shall be provided for a maximum of six persons and shall be conducted at a location selected by the contracting agency. The contracting agency shall be responsible for any travel, room and board expenses for its own personnel.

9.0 Warranty, Maintenance, and Support

9.1 The video detection system shall be warranted by its supplier for a minimum of two (2) years from date of turn-on. This warranty shall cover all material defects and shall also provide all parts and labor as well as unlimited technical support.

9.2 Ongoing software support by the supplier shall include updates of the ACU and supervisor software. These updates shall be provided free of charge during the warranty period.

9.3 The supplier shall maintain a program for technical support and software updates following expiration of the warranty period. This program shall be made available to the contracting agency in the form of a separate agreement for continuing support.

The above work shall be paid for at the contract unit price for VIDEO VEHICLE DETECTION SYSTEM. which price shall be payment in full for supplying and installing the video vehicle detection system described above, complete. No additional compensation shall be allowed.

SIGNAL HEAD, LED 1-FACE, 3-SECTION, BRACKET MOUNTED, SIGNAL HEAD, LED 1-FACE, 3-SECTION, MAST ARM MOUNTED, SIGNAL HEAD, LED 1-FACE, 5-SECTION, MAST ARM MOUNTED

This work shall be in accordance with Section 1085 of the Standard Specifications except as modified herein.

The traffic signal heads shall consist of 12" polycarbonate sections and shall be equipped with LED assemblies for all red bulb, yellow bulb, green bulb, yellow arrow, and green arrow indications.

The traffic signal head shall have a black finish with black doors and tunnel visors.

The LED signal faces shall be equipped with spade connectors and connected to the traffic signal head terminal block.

The LED assemblies for the red, yellow, and green solid and arrow indications shall meet or exceed the following minimum specifications:

RED LED ASSEMBLY

Currently, only the following models are approved by the Department for use provided that they meet the minimum specifications listed below:

GELcore	Model D12RA4
Dialight	Model DURALED 433-1210-003

The LED assembly must conform to the following minimum specifications:

Lens : 12” Diameter, Red, Hard Coated for Abrasion Resistance, UV Stabilized Dome

LEDS: Interconnected to minimize the effect of single LED failures, Nominal Wattage : 12 W or less,

Nominal Wavelength : 622-626nm

Minimum Luminous Intensity (cd): 339

Product Warranty: 5 Year Replacement (Materials, Workmanship, and Intensity)

The assembly shall be capable of operating from 80 to 135 VAC with less than 10% variation in intensity, shall have an operating temperature range of 40° to 74°C, and shall be sealed and highly resistant to water intrusion.

The assembly shall conform to the latest applicable (Part II) ITE color requirements and meet ITE specifications for LED traffic signals, including intensity requirements at -40° to 74°C.

The assembly shall be compatible with signal control equipment per NEMA TS-2, NEMA TS-1 standards, and include transient voltage protection and fusing to withstand high-repetition noise transients and low repetition high energy transients per NEMA standard 1992 and ITE VTCSH - STD Part 2.

YELLOW LED ASSEMBLY

Currently, only the following models are approved by the Department for use provided that they meet the minimum specifications listed below:

GELcore	Model D12YA4
Dialight	Model DURALED 433-3230-001

The LED assembly must conform to the following minimum specifications:

Lens : 12” Diameter, Clear or Yellow, Hard Coated for Abrasion Resistance, UV Stabilized Dome

LEDS: Interconnected to minimize the effect of single LED failures, Nominal Wattage : 32 W or less,
Nominal Wavelength : 590-592nm

Minimum Luminous Intensity (cd): 678

Product Warranty: 5 Year Replacement (Materials, Workmanship, and Intensity)

The assembly shall be capable of operating from 80 to 135 VAC with less than 10% variation in intensity, shall have an operating temperature range of 40° to 74°C, and shall be sealed and highly resistant to water intrusion.

The assembly shall conform to the latest applicable (Part II) ITE color requirements and meet ITE specifications for LED traffic signals, including intensity requirements at -40° to 74°C, except for when its terms are in conflict with the terms contained in this special provision. In such cases, this special provision shall supercede the contrary ITE specification.

The assembly shall be compatible with signal control equipment per NEMA TS-2, NEMA TS-1 standards, and include transient voltage protection and fusing to withstand high-repetition noise transients and low repetition high energy transients per NEMA standard 1992 and ITE VTCSH - STD Part 2.

GREEN LED ASSEMBLY

Currently, only the following models are approved by the Department for use provided that they meet the minimum specifications listed below:

GELcore	Model D12GA4
Dialight	Model 433-2220-001

The LED assembly must conform to the following minimum specifications:

Lens : 12” Diameter, Hard Coated for Abrasion Resistance, UV Stabilized Dome

LEDS: Interconnected to minimize the effect of single LED failures, Nominal Wattage : 12 W or less,
Nominal Wavelength : 505 - 508nm

Minimum Luminous Intensity (cd): 678

Product Warranty: 5 Year Replacement (Materials, Workmanship, and Intensity)

The assembly shall be capable of operating from 80 to 135 VAC with less than 10% variation in intensity, shall have an operating temperature range of 40° to 74°C, and shall be sealed and highly resistant to water intrusion.

The assembly shall conform to the latest applicable (Part II) ITE color requirements and meet ITE specifications for LED traffic signals, including intensity requirements at -40° to 74°C.

The assembly shall be compatible with signal control equipment per NEMA TS-2, NEMA TS-1 standards, and include transient voltage protection and fusing to withstand high-repetition noise transients and low repetition high energy transients per NEMA standard 1992 and ITE VTCSH - STD Part 2

GREEN ARROW LED ASSEMBLY

Currently, only the following models are approved by the Department for use provided that they meet the minimum specifications listed below:

GELcore	Model D12GA7-4C
Dialight	Model 432-2374-001

The LED assembly must conform to the following minimum specifications:

Lens : 12” Diameter, Hard Coated for Abrasion Resistance, UV Stabilized Dome

LEDS: Interconnected to minimize the effect of single LED failures, Nominal Wattage: 11 W or less,
Nominal Wavelength: 505 -508nm, Shall Have a Full Arrow Indication (No Outlines)

Product Warranty: 5 Year Replacement (Materials, Workmanship, and Intensity).

The assembly shall be capable of operating from 80 to 135 VAC with less than 10% variation in intensity, shall have an operating temperature range of 40° to 74°C, and shall be sealed and highly resistant to water intrusion.

The assembly shall conform to the latest applicable (Part II) ITE color requirements and meet ITE specifications for LED traffic signals, including intensity requirements at -40° to 74°C.

The assembly shall be compatible with signal control equipment per NEMA TS-2, NEMA TS-1 standards, and include transient voltage protection and fusing to withstand high-repetition noise transients and low repetition high energy transients per NEMA standard 1992 per ITE VTCSH - STD Part 2.

YELLOW ARROW LED ASSEMBLY

Currently, only the following models are approved by the Department for use provided that they meet the minimum specifications listed below:

GELcore	Model D12YA7-4C
Dialight	Model 431-3334-001

The LED assembly must conform to the following minimum specifications:

Lens : 12” Diameter, Clear or Yellow, Hard Coated for Abrasion Resistance, UV Stabilized Dome

LEDS: Interconnected to minimize the effect of single LED failures, Nominal Wattage: 12 W or less,
Nominal Wavelength: 590-592nm, Shall Have a Full Arrow Indication (No Outlines)

Product Warranty: 5 Year Replacement (Materials, Workmanship, and Intensity)

The assembly shall be capable of operating from 80 to 135 VAC with less than 10% variation in intensity, shall have an operating temperature range of 40° to 74°C, and shall be sealed and highly resistant to water intrusion.

The assembly shall conform to the latest applicable (Part II) ITE color requirements and meet ITE specifications for LED traffic signals, including intensity requirements at -40° to 74°C, except for when its terms are in conflict with the terms contained in this special provision. In such cases, this special provision shall supercede the contrary ITE specification.

The assembly shall be compatible with signal control equipment per NEMA TS-2, NEMA TS-1 standards, and include transient voltage protection and fusing to withstand high-repetition noise transients and low repetition high energy transients per NEMA standard 1992 per ITE VTCSH - STS Part 2.

Basis Of Payment:

The above work will be paid for at the contract unit prices for SIGNAL HEAD, 1-FACE, 3-SECTION, MAST ARM MOUNTED; SIGNAL HEAD, 1-FACE, 3-SECTION, BRACKET MOUNTED; SIGNAL HEAD, 1-FACE, 4-SECTION, MAST ARM MOUNTED; SIGNAL HEAD, 1-FACE, 4-SECTION, BRACKET MOUNTED; SIGNAL HEAD, 1-FACE, 5-SECTION, BRACKET MOUNTED; SIGNAL HEAD, 1-FACE, 5-SECTION, MAST ARM MOUNTED and shall be payment in full for providing and installing the traffic signal heads described above, complete. No additional compensation will be allowed.

LIGHTING CONTROLLER, PHOTOCELL RELAY

This item consists of furnishing and installing a photocell relay as shown in the plans or as directed by the Engineer. All photocell relays shall be mounted to the side of the traffic signal controller cabinet. This pay item includes the photocell controller, all cable, conduit, ground rod, and all hardware required to complete the installation.

The relay cabinet shall be of unpainted sheet or cast aluminum, approximately 450h(18”) x 300w(12”) x 200d(8”)mm outside dimensions. It shall have a continuous hinged sheet aluminum door with standard traffic signal lock and key. The cabinet shall include hangers, plates, and other hardware necessary for mounting. All conduit connections shall be in the bottom and consist of slip joints with insulated bushings. The assembly shall be weatherproof.

The two pole contactor shall be capable of carrying and controlling at least 30 amperes at 240 volts, 60 cycles of lighting load. The 120 volt operating coil shall close the contacts when energized at 96 volts or more and hold them close until the voltage drops below 72 volts.

The photocell relay shall include a main breaker to facilitate power turn off at the cabinet. There shall be a minimum of one spare breaker installed in the cabinet. The photocell relay shall be equipped with additional surge suppression for the control circuit (photocell, selector switch, and contactor). The additional surge suppressor shall meet or exceed the following minimum specifications:

Peak Current (8x20us):	20,000 Amp
Occurrences:	20 times minimum @ peak current
Clamp Voltage:	340 volts @ 20kA (Tested with MAIN NEUTRAL strapped to ground)
Response Time:	voltage never exceeds 340 volts during surge
Series Inductance:	200uh
Continuous Service Current:	10 Amps Max (120 VAC, 60 Hz)
Temperature Range:	-40C to +85C

A three-position manual control switch shall be included with positions marked HAND, OFF, AUTO on an engraved plastic cover plate. It shall include a lightning surge protector or expulsion gaps designed to bypass lightning surges.

The photocell shall be mounted on top of the lighting controller. The photocell shall have a hermetically sealed cadmium sulfide element arranged so that it can be adjusted to "turn on" at 1.5± 0.5 foot-candles. "Turn-off" shall occur only after the light level has exceeded "turn-on" value by two or more foot-candles for not less than 0.10 seconds. The circuitry shall include surge protection, turn the lights on in case of failure, operate on any input voltage from 105 to 260 volts, and control 10 amperes at 120 volts. The case shall be weatherproof, made of glass or plastic and designed to plug into a locking type socket, NEMA 3-pin.

The conduit shall enter the relay only at the bottom. Cable size shall be number 6.

Basis Of Payment:

This work will be paid for at the contract unit price for LIGHTING CONTROLLER PHOTOCELL RELAY which price shall be payment in full for furnishing the photo control relay, mounting hardware, conduit, wiring, and photoelectric cell. No additional compensation will be allowed.

LOCATION OF UNDERGROUND STATE MAINTAINED FACILITIES

The Contractor shall be responsible to locate existing IDOT electrical facilities prior to performing any work at his/her own expense if required. The Contractor shall also be liable for any damage to IDOT facilities resulting from inaccurate locating.

ELECTRICAL SERVICE INSTALLATION, TYPE B

This work shall be in accordance with Section 1085 of the Standard Specifications except as modified herein.

Galvanized steel conduit shall be used for the service riser. The use of PVC conduit will not be allowed.

The service disconnect enclosed shall be a stainless steel, weatherproof NEMA 4X enclosure that meets the following specifications:

60-Ampere Fused Disconnect Switch: The fused disconnect switch shall be single-throw, three-wire (two poles, two fuses, and solid neutral). The switch shall provide for locking the blades in either the "On" or "Off" position with one or two padlocks and for locking the cover in the closed position. The fuses shall be cartridge fuses and contacts shall be rated 60 amperes, 240 volts and included with the disconnect installation.

The service disconnect shall be wired to turn of both the traffic signals and overhead lighting.

The Department will furnish all padlocks.

GULFBOX JUNCTION

This work shall be in accordance with Sections 815 and 1085 of the Standard Specifications except as modified herein.

The material surrounding the gulfbox shall be Class SI concrete according to Sections 1020 and 1004.

The gulfbox shall be placed at grade and shall be encased with a minimum of six inches of Class SI concrete around all sides.

The gulfbox and cover shall be a composite concrete according to Article 1085.18.

The above work shall be paid for at the contract unit price for GULFBOX JUNCTION and shall be payment in full for supplying and installing the gulfbox junctions described above, complete.

REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT

This work shall be in accordance with Section 873 of the Standard Specifications except as modified herein.

All existing traffic signal equipment that is scheduled for removal may be used for temporary traffic signals. Any maintenance of this equipment while being used for temporary traffic signals shall be the sole responsibility of the contractor. Any modification of the removal equipment for use in temporary traffic signals shall also be the sole responsibility of the contractor. All removal items that are used for temporary traffic signal installations shall be returned to the city of Peoria in working and reusable condition.

All existing traffic signal equipment that is used by the contractor for temporary signal installations shall be credited by the contractor in the pay item for “Temporary Traffic Signal Installation”.

After the new traffic signal installation is complete and operational, the temporary traffic signal installation shall be removed in its entirety.

The following items shall be removed:

Removal Items	IL 40 / Mossville Rd
Controller and Cabinet Complete	1
Signal Head, 1 Face, 3 Section, Span Wire Mounted	4
Signal Head, 1 Face, 5 Section, Span Wire Mounted	2
Wood Pole	3
Electric Cable	ALL
Span Wire Installation Complete	1
Controller Foundations	1
Remove Traffic Signal Equipment Quantity (Lump Sum Per Intersection)	1

The above list should represent an accurate listing of removal items, however, it is the Contractor's responsibility to verify all quantities prior to bidding.

The traffic signal cabinet shall be removed and delivered to the city of Peoria Public Works Operations & Maintenance Center located at 3505 N. Dries Lane, Peoria, IL.

Basis Of Payment:

The above work will be paid for at the contract unit price for REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT and shall be payment in full for removing and transporting the equipment described above, complete. No additional compensation will be allowed.

AGGREGATE SHOULDERS (BDE)

Effective: November 1, 1999

Revise Article 481.01 of the Standard Specifications to read:

"**481.01 Description.** This work shall consist of furnishing, placing, shaping and compacting aggregate on a prepared subgrade adjacent to the edges of the completed pavement structure or stabilized shoulder."

CONSTRUCTION REQUIREMENTS

Revise Article 481.04 of the Standard Specifications to read:

"481.04 General. The road shall be opened to traffic according to Article 701.05(a)(1). Before placing the aggregate the subgrade shall be prepared in a manner approved by the Engineer.

The shoulders shall be constructed in layers of not more than 150 mm (6 inches) thick when compacted, except that if tests indicate the desired results are being obtained, the compacted thickness of any layer may be increased to a maximum of 200 mm (8 inches). The aggregate shall be deposited directly on the prepared subgrade or on the preceding layer of compacted aggregate with a spreader.

If any subgrade material is worked into the aggregate during the compacting or finishing operation, all granular material within the affected area shall be removed and replaced with new aggregate.

The shoulders shall be constructed to the thicknesses shown on the plans. Thickness determinations shall be made at such points as the Engineer may select. When the constructed thicknesses are less than 90 percent of the thicknesses shown on the plans, aggregate shall be added to obtain the required thicknesses; however, the surface elevation of the completed shoulders shall not exceed by more than 3 mm (1/8 inch) the surface elevation shown on the plans or authorized by the Engineer.

(a) Aggregate Shoulders, Type A. Before the aggregate is deposited on the subgrade, it shall contain sufficient moisture to provide satisfactory compaction. The water and aggregate shall be mixed at a central mixing plant. The plant shall be equipped with a mechanical mixing device, and aggregate and water measuring devices, meeting the approval of the Engineer. Wetting the aggregate in cars, bins, stockpiles or trucks will not be permitted.

Each layer of material shall be compacted with a tamping roller, or with a pneumatic-tired roller, or with a vibratory machine, or with a combination of any of the 3 until the compaction has been approved by the Engineer. If the moisture content of the material is not such as to permit satisfactory compaction during the compacting operations, water shall be added in such quantity that satisfactory compaction can be obtained. The top layer shall be given a final rolling with a three-wheel or tandem roller. Three-wheel or tandem rollers shall weigh from 5.5 to 9 metric tons (6 to 10 tons) and not less than 35 N/mm (200 lbs. per inch) nor more than 55 N/mm (325 lbs. per inch) of width of the roller.

(b) Aggregate Shoulders, Type B. Before placing the aggregate wedge shoulder, Type B, the weeds and grass on the area to be covered shall be cut. The aggregate shall be deposited in its final position with a spreader and compacted to the satisfaction of the Engineer. If the moisture content of the aggregate is not such as to permit satisfactory compaction during the rolling operations, water shall be added in such quantity that satisfactory compaction can be obtained."

Delete the last sentence of Article 481.06 of the Standard Specifications.

80003

CONSTRUCTION FOR CEMENT PROCESSING ADDITIONS (BDE)

Effective: July 1, 1999

Revise Article 1001.01 of the Standard Specifications to include the following at the end of the Article:

For portland cement according to ASTM C 150, the total of all organic processing additions shall not exceed 1.0% by mass (weight) of the cement, and the total of all inorganic processing additions shall not exceed 4.0% by mass (weight) of the cement. Organic processing additions shall be limited to grinding aids that improve the flowability of cement, reduce pack set, and improve grinding efficiency. Inorganic processing additions shall be limited to granulated blast-furnace slag according to the chemical requirements of AASHTO M 302, and Class C fly ash according to the chemical requirements of AASHTO M 295.

For portland-pozzolan cement and portland blast-furnace slag cement according to ASTM C 595, the total of all organic processing additions shall not exceed 1.0% by mass (weight) of the cement. Organic processing additions shall be limited to grinding aids as previously defined. Inorganic processing additions shall not be permitted.

The bill of lading shall state if granulated blast slag or Class C fly ash has been used as a processing addition. The bill of lading shall also have a statement that indicates the inorganic processing addition is not in excess of 4.0% by mass (weight) of the cement.

45380

ENGLISH SUBSTITUTION OF METRIC BOLTS (BDE)

Effective: July 1, 1996

This special provision consists of giving the Contractor the option of replacing metric size bolts with English size bolts.

For ASTM A 325M and AASHTO M 164M, the following substitutions will be allowed:

Metric Bolt Diameter (mm)	English Substitution Diameter (inches)
M16	5/8
M22	7/8
M27	1-1/8
M30	1-1/4

A 3/4 inch diameter bolt may be substituted for a M20 bolt only on connections for straight multi-girder systems, detailed with over-sized holes.

For ASTM A 307, the following substitutions will be allowed:

Metric Bolt Diameter (mm)	English Substitution Diameter (inches)
M24	1
M30	1-1/4
M36	1-1/2
M48	2
M64	2-1/2

41427

ENGLISH SUBSTITUTION OF METRIC REINFORCEMENT BARS (BDE)

Effective: April 1,1996
Revised: July 15, 1997

This special provision consists of giving the Contractor the option of replacing metric reinforcement bars as shown on the plans with English size reinforcement bars or metric size bars which have been soft converted. Soft Conversion is an exact conversion to the nearest millimeter.

Reinforcement for Structures:

A metric reinforcement bar shown on the plans may be replaced bar for bar with the next size English bar or soft converted metric reinforcement bar of equal or greater cross-sectional area. The exception is the #5 English bar or #16 soft converted metric bar may be substituted bar for bar for the #15 metric bar shown on the plans.

For slab bridges and slabs of culverts, revaluation of the slab design will be required prior to any reinforcement bar substitutions. The Contractor shall submit the design to the Bridge Office for approval.

Metric Size Shown on the Plans	Area mm^2
#10	100
#15	200
#20	300
#25	500
#30	700
#35	1000
#45	1500

English Size	Metric Size Soft Converted (ASTM A 615 m - 96a)	Area mm^2
#4	#13	127
#5	#16	198
#7	#22	388
#8	#25	507
#10	#32	817
#11	#36	1007
#18	#57	2581

Reinforcement for Pavement:

For English substitution of metric bars in pavements and appurtenances the Contractor may use the given English sizes shown on the Standards or metric size bars which have been soft converted, as shown in this specification, except for continuously reinforced pavement.

For English reinforcement or metric size bars which have been soft converted, substitution in continuously reinforced pavement, the following table shall be used in conjunction with Standard 421001, Bar Reinforcement for Continuously Reinforced PCC Pavement.

Metric Project Information		May Use The English Bars For Metric Project at the Spacing and Dimensions Shown					
Metric Bar Size	Pavement Thickness	English Bar Sub-stitution	Metric Size Soft Converted (ASTM A 615 M - 96a)	(A) Approximate Spacing	(B)	(C)	(D)
#20	200 thru 220	#6	#19	18 spaces (19 bars)@ 190	100	80	560
#20	230 thru 250	#6	#19	21 spaces (22 bars)@ 160	130	110	560
#20	260 thru 280	#6	#19	23 spaces (24 bars)@ 145	140	125	560
#20	290 thru 310	#6	#19	26 spaces (27 bars)@ 130	120	100	560
#20	320 thru 340	#6	#19	29 spaces (30 bars)@ 115	140	125	560
#25	230 thru 250	#7	#22	15 spaces (16 bars)@ 225	125	100	660
#25	260 thru 280	#7	#22	17 spaces (18 bars)@ 200	110	90	660
#25	290 thru 310	#7	#22	19 spaces (20 bars)@ 180	100	80	660
#25	320 thru 340	#7	#22	21 spaces (22 bars)@ 160	130	110	660
#25	350 thru 370	#7	#22	23 spaces (24 bars)@ 145	140	125	660
#25	380 thru 400	#7	#22	25 spaces (26 bars)@ 135	125	100	660
#25	410 thru 430	#7	#22	27 spaces (28 bars)@ 125	125	100	660

No additional payment will be made for any additional weight of steel furnished in substituting English size reinforcement bars or metric size reinforcement which have been soft converted for metric bars shown on the plans.

30770

FLY ASH IN PORTLAND CEMENT CONCRETE (BDE)

Effective: January 1, 2001
Revised: April 1, 2001

Revise Article 1020.05(c) to read as follows:

(c) Fly Ash. At the Contractor's option, fly ash from approved sources may partially replace portland cement in concrete mixtures, for Class BD, PV, MS, SI, SC, and SH, except when blended cements are used. A mix design consisting of cement, fly ash, and ground granulated blast-furnace slag may be used only when specified by the Department. For Class PP concrete, fly ash may be used according to Article 1020.04.

Fly ash and all other materials proposed for portland cement concrete mix designs shall be furnished to the Engineer at least 60 days prior to the initiation of work. The Engineer may elect to waive the required mix designs if the proposed materials combination has been previously approved and has demonstrated satisfactory field performance.

If Class F fly ash is used, the amount of cement replaced shall not exceed 15 percent by mass (weight), and the replacement ratio (fly ash:cement replaced) shall be a minimum of 1.5:1.

If Class C fly ash is used, the amount of cement replaced shall not exceed 20 percent by mass (weight), at a minimum replacement ratio of 1.25:1. For Class C fly ash, the minimum replacement ratio may be reduced to 1:1, if the fly ash calcium oxide is 18% or greater, the fly ash loss on ignition is less than 2.0%, and a water-reducing or high range water-reducing admixture is used.

For Class PP concrete, the cement replacement with fly ash shall be according to Article 1020.04.

For bridge decks, parapets, pier and abutment caps, backwalls, wingwalls and upper 750 mm (2.5 ft.) of solid piers, the amount of cement replaced shall not exceed 15 percent by mass (weight) at a minimum replacement ratio of 1.5:1, regardless of the type of fly ash used.

Measurements of fly ash and cement shall be rounded up to the nearest 2.4 kg (5 lbs.).

Mix design strength requirements for fly ash compensated mixes shall be according to Article 1020.04.

Requirements for opening the pavement and/or structures to traffic and removal of falsework shall be according to Articles 701.05 and 503.05, except a minimum of 28 days from time of placement shall elapse in the absence of strength tests.

Except for Class PP concrete, fly ash shall not be used in concrete mixtures when the air temperature is below 4º C (40º F), without permission of the Engineer. If permission is given, the mix design strength requirement may require the Contractor to reduce the quantity of fly ash, increase the cement, or eliminate the cement factor reduction for a water-reducing or high range water-reducing admixture which is permitted according to Article 1020.05(b).

Fly ash with an R factor greater than 3.0 shall not be used in concrete which will be subjected to high sulfate concentrations in soil or water. High sulfate soils shall be those with concentrations of water soluble sulfate (as SO4) greater than 0.10 percent, and high sulfate waters shall be those with sulfate concentrations (as SO4) greater than 150 mg/L.

80033

BIDDING REQUIREMENTS AND CONDITIONS (BDE)

Effective: January 1, 1998
Revised: January 1, 2001

Add the following after the second sentence in the first paragraph of Article 102.05:

"If the Department has made a sub-surface examination of the site of the work, the borings, test pits, or other information pertaining thereto are available for examination by all bidders by written request to the office of the District Engineer of the district in which the work is to be performed. It is understood and agreed that the availability of subsurface information from the Department is solely for the convenience and information of the bidder. The Department will be responsible for the accuracy of the boring information only for the point where the boring was taken. It is the Contractor's responsibility to determine whether the boring is indicative of the site or whether the Contractor should make additional investigations or borings. The Department makes no representation or warranty, express or implied, as to the information conveyed or as to any interpretations made from the data."

80030

GRADATION FOR FINE AND COARSE AGGREGATES

Effective: April 1, 2001

Add the following note to the tables titled "Fine Aggregate Gradations" in Article 1003.01 (c) of the Standard Specifications:

"5/ Any aggregate produced under the Department's current Policy Memorandum, 'Aggregate Gradation Control System (AGCS)', shall meet the gradation requirements set under the AGCS program.

Add the following note to the tables titled "Coarse Aggregate Gradation 1/" in Article 1004.01 (c) of the Standard Specifications:

"9/ Any aggregate produced under the Department's current Policy Memorandum, 'Aggregate Gradation Control System (AGCS)', shall meet the gradation requirements set under the AGCS program.

80047

GROUND GRANULATED BLAST-FURNACE SLAG IN PORTLAND CEMENT CONCRETE (BDE)

Effective: April 1, 1995
Revised: January 1, 2001

Description. Ground granulated blast-furnace slag (GGBF slag) shall consist of the glassy granular material formed when molten blast-furnace slag is rapidly chilled, and then finely ground.

Material. The GGBF slag shall meet the standard physical and chemical requirements of AASHTO M 302, for Grade 100 or Grade 120 material. The Department's Policy Memorandum "Acceptance Procedure for Finely Divided Minerals Used in Portland Cement Concrete and Other Applications" will be used to approve GGBF slag.

Different sources or grades of GGBF slag shall not be mixed or used alternately in the same item of construction unless approved by the Engineer.

In addition to the provisions of Article 106.04, an approved sampling location and the necessary personnel to assist the Department representative in obtaining samples shall be provided.

General. At the Contractor's option, GGBF slag may partially replace portland cement in concrete mixtures, for Class BD, PV, MS, SI, SC and SH, except when blended cements are used. A mix design consisting of cement, GGBF slag, and fly ash may be used only when specified by the Department. For Class PP concrete, GGBF slag may be used according to Article 1020.04.

GGBF slag and all other materials proposed for portland cement concrete mix designs shall be furnished to the Engineer at least 60 days prior to the initiation of work. The Engineer may elect to waive the required mix designs if the proposed materials combination has been previously approved and has demonstrated satisfactory field performance.

The amount of cement replaced by GGBF slag shall not exceed 25 percent by mass (weight). The replacement ratio (GGBF slag:cement replaced) shall be a minimum of 1 to 1 for Grade 100 and 120. Measurements of GGBF slag and cement shall be rounded up to the nearest 2.5 kg (5 lbs.).

Mix design strength requirements for GGBF slag compensated mixes shall be according to Article 1020.04.

Requirements for opening the pavement and/or structures to traffic and removal of falsework shall be according to Articles 701.05 and 503.04, except a minimum of 28 days from time of placement shall elapse in the absence of strength tests.

Except for Class PP concrete, GGBF slag shall not be used in concrete mixtures when the air temperature is below 4° C (40° F), without permission of the Engineer. If permission is given, the mix design strength requirement may require the Contractor to reduce the quantity of GGBF slag, increase the cement, or eliminate the cement factor reduction for a water-reducing or high range water-reducing admixture which is permitted according to Article 1020.05(b).

PAYMENTS TO SUBCONTRACTORS (BDE)

Effective: June 1, 2000

Federal regulations found at 49 CFR §26.29 mandate the Department to establish a contract clause to require contractors to pay subcontractors for satisfactory performance of their subcontracts within a specific number of days after receipt of each payment made to the contractor, and to require the prompt return of retainage withheld from subcontractors.

State law addresses the timing of payments to be made to subcontractors. Section 7 of the Prompt Payment Act, 30 ILCS 540/7, generally requires that when a contractor receives any payment from the Department, the contractor is required to make corresponding, proportional payments to each subcontractor performing work within 15 calendar days after receipt of the state payment. Section 7 of the State Prompt Payment Act further provides that interest in the amount of 2% per month, in addition to the payment due, shall be paid to any subcontractor by the Contractor if the payment required by the Act is withheld or delayed without reasonable cause. The Act also provides that the time for payment required and the calculation of any interest due applies to transactions between subcontractors and lower-tier subcontractors throughout the contracting chain.

This Special Provision establishes the required federal contract clause, and adopts the 15 calendar day requirement of the Act for purposes of compliance with the federal regulation regarding payments to subcontractors. This contract is subject to the following payment obligations.

As partial payments are made to the Contractor in accordance with Article 109.07 of the Standard Specifications for Road and Bridge Construction, the Contractor shall make a corresponding partial payment within 15 calendar days to each subcontractor in proportion to the work satisfactorily completed by each subcontractor. The proportionate amount of partial payment due to each subcontractor shall be determined by the quantities measured or otherwise determined as eligible for payment by the Department and included in the partial payment to the Contractor. Subcontractors shall be paid in full, including the return of any retainage previously withheld, within 15 calendar days after the subcontractor's work has been satisfactorily completed.

This Special Provision does not create any rights in favor of any subcontractor against the State of Illinois or authorize any cause of action against the State of Illinois on account of any payment, nonpayment, delayed payment or interest claimed by application of the State Prompt Payment Act. The Department will neither determine the reasonableness of any cause for delay of payment nor enforce any claim to payment, including interest. Moreover, the Department will not approve any delay or postponement of the 15 day requirement. State law creates remedies available to any subcontractor or material supplier, regardless of tier, who has not been paid for work properly performed or material furnished. These remedies are a lien against public funds set forth in Section 23(c) of the Mechanics Lien Act, 770 ILCS 60/23(c), and a recovery on the Contractor’s payment bond in accordance with the Public Construction Bond Act, 30 ILCS 550.

PORTLAND CEMENT CONCRETE PATCHING (BDE)

Effective: January 1, 2001

Revise Article 442.02, Note 1 to read as follows:

Note 1. When patching ramp pavements and 2-lane pavements with 2-way traffic, Class PP-2, PP-3, or PP-4 concrete shall be used for Class A, Class B and Class C patching. For all other pavements, Class PP-1, PP-2, PP-3, or PP-4 concrete shall be used, at the Contractor's option, for Class A, Class B and Class C patching.

Revise the first paragraph of Article 442.06(e) to read as follows:

(e) Concrete Placement. For Class A, Class B and Class C Patches, concrete shall be placed according to Article 420.07 and governed by the limitations set forth in Article 1020.14, except that the maximum temperature of the mixed concrete immediately before placing shall be 35º C (96º F.), the required use of an approved retarding admixture when the plastic concrete reaches 30º C (85º F.) shall not apply.

Revise the first paragraph of Article 442.06(h) to read as follows:

(h) Curing and Protection. In addition to Article 1020.13, when the air temperature is less than 13º C (55º F.), the Contractor shall cover the patch with minimum R12 insulation until opening strength is reached. Insulation is optional when the air temperature is 13º C - 35º C (55º F. - 96º F.). Insulation shall not be placed when the air temperature is greater than 35º C (96º F.).

Revise the second paragraph of Article 701.05(e)(1)d.1. to read as follows:

No open holes, broken pavement, or partially filled holes shall remain overnight for bituminous patching or when the Department specifies only Class PP-2, PP-3, or PP-4 concrete be used. The only exception is conditions beyond the control of the Contractor.

Revise Article 701.05(e)(2)b. to read as follows:

b. Strength Tests. For patches constructed with Class PP-1 concrete, the pavement may be opened to traffic when test specimens cured with the patches have obtained a minimum flexural strength of 4150 kPa (600 psi) or a minimum compressive strength of 22,100 kPa (3200 psi), according to Article 1020.09.

For patches constructed with Class PP-2, PP-3, or PP-4 concrete, the pavement may be opened to traffic when test specimens cured with the patches achieve a minimum flexural strength of 2050 kPa (300 psi) or a minimum compressive strength of 11,000 kPa (1600 psi), according to Article 1020.09.

With the approval of the Engineer, concrete strength may be determined according to AASHTO T 276. The strength-maturity relationship shall be developed from concrete which has an air content near the upper specification limit. The strength-maturity relationship shall be re-established if the mix design or materials are changed.

Revise Article 701.05(e)(2)b. to read as follows:

(c) Construction Operations. For Class PP-2, PP-3, or PP-4 concrete used on ramp pavements and 2-lane pavements with 2-way traffic, or when the Department specifies only Class PP-2, PP-3, or PP-4 concrete be used for other pavements, Contractor construction operations shall be performed in a manner which allows the patches to be opened the same day and before nightfall. If patches are not opened before nightfall, the additional traffic control shall be at the Contractor's expense. Any time patches cannot be opened before nightfall, the Contractor shall change subsequent construction operations or the mix design. The changes shall be at no additional cost to the Department.

Delete Article 701.05(e)(2)c.

Revise Article 1020.04 by replacing Class PP concrete with the following:

TABLE 1. CLASSES OF PORTLAND CEMENT CONCRETE AND MIX DESIGN CRITERIA

Class of Concrete	Use	Specification Section Reference	Cement Factor cwt/c.y.	Max. Water/Cement Ratio lbs/lbs
PP-1	PCC Patching Pavement or Bridge Deck	442	Type I Cement 6.50 to 7.50 Type III Cement 6.20 to 7.20	0.44
PP-2	PCC Patching Pavement or Bridge Deck	442	Type I Cement 7.35	0.38
PP-3	PCC Patching Pavement or Bridge Deck	442	Type III Cement 7.35	0.35
PP-4	PCC Patching Pavement or Bridge Deck	442	Rapid Hardening Cement 6.00 to 6.25	0.50

For PP-1, the Contractor has the option to replace the Type I Cement with Class C fly ash or ground granulated blast-furnace slag. The amount of cement replaced shall not exceed 15 percent by mass (weight), at a minimum replacement ratio of 1.5:1.

For PP-2, the Contractor has the option to replace the Type I cement with Class C fly ash or ground granulated blast-furnace slag. The amount of cement replaced shall not exceed 30 percent by mass (weight), at a minimum replacement ratio of 1:1.

For PP-3, in addition to the cement, 45kg (100 lbs.) of ground granulated blast-furnace slag and 23 kg (50 lbs.) of microsilica are required. For an air temperature greater than 30º C (85º F), the Contractor has the option to replace the Type III cement with Type I cement.

For PP-4, the cement shall be from the Department's "Approved List of Packaged, Dry, Rapid Hardening Cementitious Materials for Concrete Repairs."

TABLE 1. (CONT'D) CLASSES OF PORTLAND CEMENT CONCRETE AND MIX DESIGN CRITERIA							
Class of Concrete	Slump, inches	Mix Design Compressive Strength, psi		Mix Design Flexural Strength, psi		Air Content, %	Coarse Aggregate Gradations Permitted
		Hours		Hours			
		12	48	12	48		
PP – 1	4 Max	-----	3200	-----	600	4.0 – 7.0	CA-7, CA-11, CA-13, CA14, or CA-16
PP – 2	6 Max	1600	3200	300	600	4.0 – 6.0	CA-7, CA-11, CA-13, CA14, or CA-16
PP – 3	4 Max	1600	3200	300	600	4.0 – 6.0	CA-7, CA-11, CA-13, CA14, or CA-16
PP – 4	6 Max	1600	3200	300	600	3.0 – 6.0	CA-7, CA-11, CA-13, CA14, or CA-16

For PP-1, PP-2, PP-3, or PP-4; only CA-13, CA-14, or CA-16 may be used for bridge deck patching. In addition, the mix design strength at 48 hours shall be increased to 27,500 kPa (4,000 psi) compressive or 4,650 kPa (675 psi) flexural for bridge deck patching.

For PP-1, the slump may be increased to 6 Max if a high range water-reducing admixture is used.

Revise the first paragraph of Article 1020.05(b) to read as follows:

(b) Admixtures. Except as specified, the use of admixtures to increase the workability or to accelerate the hardening of the concrete will be permitted only when approved in writing by the Engineer. The Department will maintain an Approved List of Concrete Admixtures. If the Department specifies a calcium chloride accelerator, it shall be a standard solution of calcium chloride and water. The standard solution shall contain a maximum of 0.5 kg (4.0 lbs.) of regular (77% minimum) or a maximum 0.4 kg (3.2 lbs.) of concentrated (94% minimum) calcium chloride per 3.8 liters (1 gallon) of solution.

Replace the fourth paragraph of Article 1020.05(b) with the following seven paragraphs:

At the Contractor's option, admixtures other than air entraining agents may be used for Class PP-1 concrete. The accelerator shall be the non-chloride type. If a water-reducing or retarding admixture is used, the cement factor may be reduced a maximum 18 kg/m^3 (0.30 hundredweight per cu. yd.). If a high range water-reducing admixture is used, the cement factor may be reduced a maximum 36 kg/m^3 (0.60 hundredweight per cu. yd.). An accelerator shall always be added prior to a high range water-reducing admixture, if both are used.

If Class C fly ash or ground granulated blast-furnace slag is used in Class PP-1 concrete, a water-reducing or high range water-reducing admixture shall be used. However, the cement factor shall not be reduced if a water-reducing, retarding, or high range water-reducing admixture is used. In addition, an accelerator shall not be used.

For Class PP-2 or PP-3 concrete; a non-chloride accelerator followed by a high range water-reducing admixture shall be used, in addition to the air entraining admixture. For Class PP-3 concrete, the non-chloride accelerator shall be calcium nitrite.

For Class PP-2 or PP-3 concrete, the Contractor has the option to use a water-reducing admixture. A retarding admixture shall not be used unless approved by the Engineer. A water-reducing, retarding, or high range water-reducing admixture shall not be used to reduce the cement factor.

When the air temperature is less than 13º C (55º F.) for Class PP-1 or PP-2 concrete, the non-chloride accelerator shall be calcium nitrite.

For Class PP-4 concrete, a high range water-reducing admixture shall be used, in addition to the air entraining admixture. The Contractor has the option to use a water-reducing admixture. An accelerator shall not be used. For stationary or truck mixed concrete, a retarding admixture shall be used to allow for haul time. The Contractor has the option to use a mobile portland cement concrete plant according to Article 1103.04, but a retarding admixture shall not be used unless approved by the Engineer.

If the Department specifies a calcium chloride accelerator for Class PP-1 concrete, the maximum chloride dosage shall be 1.0 liter (1.0 quart) of standard solution per 45 kg (100 lbs.) of cement. The dosage may be increased to a maximum 2.0 liters (2.0 quarts) per 45 kg (100 lbs.) of cement if approved by the Engineer. If the Department specifies a calcium chloride accelerator for Class PP-2 concrete, the maximum chloride dosage shall be 1.3 liters (1.3 quarts) of standard solution per 45 kg (100 lbs.) of cement. The dosage may be increased to a maximum 2.6 liters (2.6 quarts) per 45 kg (100 lbs.) of cement if approved by the Engineer.

Revise the last paragraph of Article 1020.05(b) to read as follows:

If a high range water-reducing admixture is used, the maximum slump given in Article 1020.04 may be increased according to Article 1021.03(c) for all classes of concrete, except Class PV, PP, and SC concrete.

Delete Articles 1020.05(g), (1) and (2).

80036

PRECAST CONCRETE (BDE)

Effective: July 1, 1999
Revised: August 1, 2000

Description. This Special Provision identifies non-prestressed, precast concrete products which shall be produced according to the Department's current "Quality Control/Quality Assurance Program for Precast Concrete Products".

Products. The products shall be according to the Standard Specifications for each precast concrete item listed:

Product Class	Precast Item	Article
Box Culverts	Precast Concrete Box Culverts	540.06
Reinforced Concrete Pipe	Reinforced Concrete Culvert, Storm Drain, And Sewer Pipe	1040.03
	Concrete Sewer, Storm Drain, And Culvert Pipe	1040.04
	Reinforced Concrete Elliptical Culvert, Storm Drain, And Sewer Pipe	1040.05
	Concrete Drain Tile	1040.06
	Reinforced Concrete Arch Culvert, Storm Drain, And Sewer Pipe	1040.07
	Precast Reinforced Concrete Manhole Sections	1043.01
Concrete Blocks	Concrete Masonry Units	1042.01
	Retaining Wall Blocks	Inserted Special Provision
Miscellaneous and Associated Products	Perforated Concrete Pipe	Inserted Special Provision
	Reinforced Concrete Pipe Elbows, Inlets, Flared End Sections, etc.	Inserted IDOT Design Standards
	Miscellaneous Concrete Products: markers, bumper blocks	Inserted Special Provision
Sound Walls	Sound Walls (non-prestressed)	Inserted Special Provision

For precast concrete products which are constructed according to AASHTO M 86, M 170, M 178, M 199, M 206, M 207, M 259, or M 273 in the Standard Specifications; cement shall be according to Article 1001.01, except the pozzolan constituent in the Type IP or Type I(PM) cement shall be fly ash.

Acceptance. Products which have been Lot or piece inspected and approved by the Department prior to July 1, 1999, will be accepted for use on this contract. Products produced on or after July 1, 1999, will be accepted only if produced according to the Department's current "Quality Control/Quality Assurance Program for Precast Concrete Products".

RAP FOR USE IN CLASS I AND SUPERPAVE BITUMINOUS CONCRETE MIXTURES (BDE)

Effective: January 1, 2000
Revised: January 1, 2001

Description. This special provision establishes and describes the responsibilities of the Contractor in producing and utilizing Recycled Asphalt Pavement (RAP) for use in Class I and Superpave mixtures. Sections 406.10(c) and 1004.07 of the *Standard Specifications for Road and Bridge Construction* shall not apply.

Definition. RAP material is reclaimed asphalt pavement material resulting from the cold milling or crushing of an existing hot-mix bituminous concrete pavement structure. RAP shall originate only from Class I or Superpave mixtures on routes which were built under State of Illinois Contract. The Contractor shall supply documentation that the RAP meets these requirements.

Stockpiles.

(a) Homogeneous. Homogeneous RAP stockpiles shall represent the same aggregate quality, the same type of aggregate (crushed natural aggregate, ACBF slag, or steel slag), similar gradation and similar AC content. Homogeneous stockpiles may not require processing (crushing and screening) if all contaminants are removed and if the consistency of the stockpile complies with the testing requirements defined herein. RAP containing steel slag shall be homogeneous and approved for use in Class I or Superpave surface mixtures only.

(b) Conglomerate. Conglomerate RAP stockpiles may represent more than one aggregate quality and/or aggregate type. This RAP may have an inconsistent gradation and/or asphalt cement content. All Conglomerate RAP shall be processed prior to testing.

(c) Other. Other RAP stockpiles include any or all of the following: RAP containing contaminants; RAP which does not meet the coarse aggregate requirement of C Quality or better; RAP which originates from other than state routes; Homogeneous or Conglomerate RAP which falls out of the acceptable specification limits defined herein. “Other” RAP will not be allowed for use in Class I or Superpave Bituminous Concrete Mixtures.

Quality. RAP for use in Class I or Superpave surface mixtures shall originate from milled or crushed surface mixtures only, in which the coarse aggregate is of Class B Quality or better. RAP for use in Class I or Superpave binder mixtures shall originate from milled or crushed surface mixture, binder mixture or a combination of both mixtures uniformly blended to the satisfaction of the Engineer, in which the coarse aggregate is of Class C quality or better.

Contaminants. RAP containing contaminants, such as earth, brick, sand, concrete, sheet asphalt, pavement fabric, etc., will be unacceptable unless the contaminants are removed to the satisfaction of the Engineer. Sheet Asphalt will be stockpiled separately.

Testing. All RAP shall be sampled and tested either during or after stockpiling.

For testing during stockpiling, washed extraction samples shall be run at the minimum frequency of one sample per 500 tons for the first 2,000 tons and one sample per 2,000 tons thereafter. A minimum of 5 tests shall be required for stockpiles less than 4,000 tons.

For testing existing stockpiles, the Contractor shall submit a plan for approval to the District proposing a satisfactory method of sampling and testing the RAP pile either in-situ or by restockpiling. The sampling plan shall meet the minimum frequency required above and detail the procedure used to extract representative samples throughout the pile for testing.

Before extraction, each field sample shall be split to test sample size. One of the two test samples from the final split shall be labeled and stored for Department use. The Contractor shall extract the other test sample, according to Department procedure. The Engineer reserves the right to test any sample (split or Department-taken) to verify Contractor test results.

All of the extraction results shall be compiled and averaged for asphalt content and gradation. Individual extraction test results, when compared to the averages, shall be accepted if within the tolerances listed below.

Parameter	Tolerance
1/2”	± 8
#4	± 6
#8	± 5
#30	± 5
#200	± 2.0
AC	± 0.4

If more than 20% of the individual gradation or asphalt content test results fall outside the tolerances, the RAP will not be allowed to be used in Class I or Superpave mixtures unless the RAP representing the failing tests is removed from the stockpile. All test data and acceptance ranges shall be sent to the District for evaluation.

With the approval of the Engineer, the ignition oven may be substituted for extractions according to the Illinois Test Procedure, “Calibration of the Ignition Oven for the Purpose of Characterizing Reclaimed Asphalt Pavement (RAP)”.

Designs. At the Contractor's option, Class I or Superpave bituminous concrete binder, leveling binder, or surface course may be constructed utilizing RAP material meeting the above detailed requirements. The amount of RAP included in the mixture shall not exceed the percentages specified in the plans.

RAP designs shall be submitted for volumetric verification. If additional RAP stockpiles are within the control tolerances of a RAP stockpile that has been previously tested and used in a design, those RAP stockpiles may be used in that design at the percent previously verified.

Production. All RAP used shall meet the nominal maximum size requirement for the bituminous mixture being produced. A scalping screen shall be used in the RAP feed system to remove oversized material. If material passing the screen deck adversely affects the mix production or quality of the mix, the screen shall be set at a size specified by the Engineer.

If the RAP control tolerances or QC/QA test results require corrective action, the Contractor shall cease production of the mixture containing RAP and either switch to the virgin aggregate design or submit a new RAP design.

80011

SEGREGATION CONTROL OF BITUMINOUS CONCRETE (BDE)

Effective: July 15, 1997

Description. This work shall consist of the visual identification and corrective action of segregated bituminous concrete in conjunction with QC/QA of Bituminous Concrete Mixtures.

Definitions.

(a) Segregation. Areas of non-uniform distribution of coarse and fine aggregate particles in a bituminous pavement.

(b) End-of-Load Segregation. A systematic form of segregation typically identified by chevron-shaped segregated areas at either side of a lane corresponding with the beginning and end of truck loads.

(c) Longitudinal Segregation. A linear pattern of segregation that usually corresponds to a specific area of the paver.

(d) Severity of Segregation.

1. Low. A pattern of segregation where the mastic is in place between the aggregate particles; however, there is slightly more coarse aggregate in comparison with the surrounding acceptable mat.

2. Medium. A pattern of segregation that has significantly more coarse aggregate in comparison with the surrounding acceptable mat and which exhibits some lack of mastic.

3. High. A pattern of segregation that has significantly more coarse aggregate in comparison with the surrounding acceptable mat and which contains little mastic.

Quality Control by the Contractor. The Contractor and the Engineer will evaluate the in place mat daily for segregation. In the Annual Quality Control Plan or Addendum, the Contractor shall identify the individual(s) responsible for implementing this Special Provision and documenting the daily evaluations and conclusions.

The Contractor shall conduct the paving operation in a manner to prevent medium or high segregation.

The Contractor shall continually monitor the plant operations, hauling or the mix, paver operations, and the compacted mat for segregation.

If medium or high segregation has been previously identified on projects with similar paving operations and mix designs, the Contractor shall include the corrective actions specified below in the Quality Control Plans or the Quality Control Addendum.

Corrective Action by the Contractor. When medium or high segregation of the mixture is identified by the Contractor, the Engineer, or the daily evaluation, the following specific actions shall be taken:

(a) End of Load Segregation. If medium or high end-of-load segregation is identified, the following actions, as a minimum, shall be taken:

1. Trucks transporting the mixture shall be loaded in multiple dumps: The first against the front wall of the truck bed and then one against the tailgate in a manner which prevents the coarse aggregate from migrating to those locations.

2. The paver shall be operated so the hopper is never below 30 percent capacity between truck exchanges.

3. The “Head of Material” in the auger area shall be controlled to keep a constant level, ± 25 mm (1 inch) tolerance.

(b) Longitudinal Segregation. If medium or high longitudinal segregation is identified, the Contractor shall make the necessary adjustment to the slats, augers, or screeds to eliminate the segregation.

The Contractor shall implement the corrective actions as soon as possible and report them to the Engineer before the next day’s paving proceeds.

Quality Control Plans and addendums for subsequent projects shall reflect the corrective actions taken under the Contract, whether the corrective action was initiated by the Contractor or the Engineer.

Investigations. If the corrective actions initiated by the Contractor are insufficient in controlling medium or high segregation, the Contractor and Engineer will investigate to determine the cause of segregation.

When an investigation indicates additional corrective action is warranted, the Contractor shall implement operational changes necessary to correct the segregation problems.

Any verification testing necessary for the investigation will be performed by the Department according to the applicable project test procedures and specification limits.

Dispute Resolution. The Engineer will represent the Department in the administration of this special provision.

In cases of disputes, the District Construction Engineer will represent the Department in any disagreement regarding the application of this specification on any Contract.

Basis of Payment. This work will not be paid for separately but will be considered as included in the cost of the various items of bituminous concrete, and no additional compensation will be allowed.

TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (BDE)

Effective: August 1, 1994
Revised: January 1, 2001

This work shall consist of furnishing and installing a Traffic Barrier Terminal Type 1, Special of the type specified in the plans according to Section 631 of the Standard Specifications and the following:

Delete all references to Type 1 terminal in Section 631 to the Standard Specifications.

All terminals shall meet the testing criteria contained in the National Cooperative Highway Research Program (NCHRP) Report 350 and be approved by the Department.

The terminal shall be installed according to the manufacturer's specifications and shall include all necessary transitions between the terminal and the item to which it is attached.

The terminals shall follow the manufacturer's specifications for installation as to type and number of posts, foundation tubes, and soil plates.

The terminals at a single location within a project shall be of the same manufacture and configuration and shall be identical in design and appearance unless otherwise specified in the plans.

The terminal section shall provide a minimum length of need of 11.4 m (37.5 ft.).

Traffic Barrier Terminals Type 1, Special (Tangent) or Traffic Barrier Terminal Type 1, Special (Flared) shall be delineated with a terminal marker direct applied. No other guardrail delineation shall be attached to the terminal section.

This work will be paid for at the actual contract unit price each for TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT) and for TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (FLARED).

The terminal marker direct applied will be paid for separately.

Widening of existing shoulders for the construction of Traffic Barrier Terminal, Type 1, Special (Tangent) or Traffic Barrier Terminal Type 1, Special (Flared) shall be as shown on the plans and will be paid for according to Section 205 of the Standard Specifications for Embankment.

BITUMINOUS CONCRETE SURFACE COURSE

Effective: April 1, 2001

For bituminous surface course mixture only, revise the 5th paragraph of Article 406.23 of the Standard Specifications to read:

"The metric tons (tons) paid for surface course mixture will be calculated using the following formula:

METRIC TONS(TONS) PAID = METRIC TONS (TONS) PAID is based on weight tickets required by the 4th paragraph of this Article but shall not exceed 103 percent of the Adjusted Plan Quantity. The Adjusted Plan Quantity is calculated as follows:

Adjusted Plan Quantity = C x quantity shown on plans or as specified by the Engineer.

Nomenclature: (Metric)

$$C = \frac{(d) \times 999.6 \times 0.025}{59.8} = (d)(0.4179)$$

d = G_{mb} = average bulk specific gravity (d) from approved mix design.
59.8 = Constant; unit weight of surface course shown on the plans, in kg/sq m/25 mm, used to estimate plan quantity.
999.6 = Constant; for conversion.
0.025 = Constant; for conversion.

Nomenclature: (English)

$$C = \frac{(d) \times 62.4 \times 0.75}{112.0}$$

d = G_{mb} = average bulk specific gravity (d) from approved mix design.
112.0 = Constant; unit weight of surface course shown on the plans, in lbs./sq.yd./in., used to estimate plan quantity.
62.4 = Constant; for conversion.
0.75 = Constant; for conversion.

If project circumstances warrant a new surface course mix design, the above formulae shall be used to calculate the METRIC TONS (TONS) PAID for tonnage placed using each respective mix design."

80050

COARSE AGGREGATE FOR BITUMINOUS COURSES (BDE)

Effective: November 1, 2000
Revised: January 1, 2001

Replace Article 1004.03(a) of the Standard Specifications with the following:

(a) Description. The coarse aggregate for bituminous courses shall be according to the following table.

Class	Mixture	Aggregates Allowed
A	Seal or Cover	Gravel Crushed Gravel Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag Crushed Concrete
B		Gravel Crushed Gravel Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Concrete
I And Superpave	A or B and IL-25.0 or IL-19.0 Binder	Crushed Gravel Crushed Stone Crushed Sandstone Crushed Slag (ACBF)
I And Superpave	C Surface	Crushed Gravel Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag except when used as leveling binder Gravel – only when used in Class I Type 3CL or Superpave IL-9.5L

I and Superpave	D Surface	Crushed Gravel Crushed Stone (other than Limestone) Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag Limestone may be used in Mixture D if blended by volume in the following coarse aggregate percentages: Up to 25% Limestone with at least 75% Dolomite Up to 50% Limestone with at least 50% any aggregate listed for Mixture D except Dolomite Up to 75% Limestone with at least 25% Crushed Slag (ACBF) or Crushed Sandstone
I and Superpave	E Surface	Crushed Gravel Crushed Stone (other than Limestone and Dolomite) Crushed Sandstone No Limestone. Dolomite may be used in Mixture E if blended by volume in the following coarse aggregate percentages: Up to 75% Dolomite with at least 25% Crushed Sandstone, Crushed Slag (ACBF), or Crushed Steel Slag. When Crushed Slag (ACBF) or Crushed Steel Slag are used in the blend, the blend shall contain a minimum of 25% to a maximum of 75% of either Slag by volume. Up to 50% Dolomite with at least 50% of any aggregate listed for Mixture E. If required to meet design criteria, Crushed Gravel or Crushed Stone (other than Limestone or Dolomite) may be blended by volume in the following coarse aggregate percentages: Up to 75% Crushed Gravel or Crushed Stone (other than Limestone or Dolomite) with at least 25% Crushed Sandstone, Crushed Slag (ACBF), or Crushed Steel Slag. When Crushed Slag (ACBF) or Crushed Steel Slag are used in the blend, the blend shall contain a minimum of 25% to a maximum of 50% of either Slag by volume.

I and Superpave	F Surface	Crushed Sandstone No Limestone. Crushed Gravel or Crushed Stone (except Limestone) may be used in Mixture F if blended by volume in the following coarse aggregate percentages: Up to 50% Crushed Gravel or Crushed Stone with at least 50% Crushed Sandstone, Crushed Slag (ACBF), or Crushed Steel Slag. When Crushed Slag (ACBF) or Crushed Steel Slag are used in the blend, the blend shall contain a minimum of 50% to a maximum of 75% of either Slag by volume

FINE AGGREGATE FOR PORTLAND CEMENT CONCRETE AND MORTAR (BDE)

Effective: November 1, 2000
Revised: April 1, 2001

Revise Article 1003.02 to read as follows:

"1003.02 Fine aggregate for Portland Cement Concrete and Mortar. The aggregate shall meet the requirements of Article 1003.01 and the following specific requirements:

(a) Description. The fine aggregate shall consist of washed sand, washed stone sand, or a blend of washed sand and washed stone sand approved by the Engineer. Stone sand produced through an air separation system approved by the Engineer may be used in place of washed stone sand.

(b) Quality. The fine aggregate materials in the gradations specified for portland cement concrete shall meet Class A Quality, except that the minus 75µm (No. 200) sieve AASHTO T11 requirement in the Fine Aggregate Quality Table shall not apply to washed stone sand or any blend of washed stone sand and washed sand approved by the Engineer. The fine aggregate for masonry mortar shall meet Class A Quality or, in the case of natural sand, shall meet the deleterious quantity limits for Class A Quality.

(c) Gradation. The washed sand for portland cement concrete shall be Gradation FA 1 or FA 2. Washed stone sand for portland cement concrete, which includes any blend with washed sand, shall be Gradation FA 1, FA 2, or FA 20. Fine aggregate for masonry mortar shall be Gradation FA 9.

(d) Use of Fine Aggregates. The blending, alternate use, and /or substitution of fine aggregates from different sources for use in portland cement concrete will not be permitted without the approval of the Engineer. Any blending shall be by interlocked mechanical feeders at the aggregate source or concrete plant. The blending shall be uniform, and the equipment shall be approved by the Engineer."

COARSE AGGREGATE FOR TRENCH BACKFILL, BACKFILL AND BEDDING (BDE)

Effective: April 1, 2001
Revised: August 1, 2001

Revise Article 208.02 of the Standard Specifications to read:

"**208.02 Materials.** Materials shall be according to the following Articles of Section 1000 – Materials:

(a) Fine Aggregate (Note 1) 1003.04
(b) Coarse Aggregate (Note 2) 1004.06

Note 1. The fine aggregate shall be moist to the satisfaction of the Engineer.

Note 2. The course aggregate shall be wet to the satisfaction of the Engineer."

Revise the first sentence of the second paragraph of subparagraph (b) in Article 208.03 of the Standard Specifications to read:

"Any material meeting the requirements of Articles 1003.04 or 1004.06 which has been excavated from the trenches shall be used for backfilling the trenches."

Add the following to the end of Article 542.02 of the Standard Specifications:

"(bb) Fine Aggregate (Note 1) 1003.04
(cc) Course Aggregate (Note 2) 1004.06

Note 1. The fine aggregate shall be moist to the satisfaction of the Engineer.

Note 2. The course aggregate shall be wet to the satisfaction of the Engineer."

Revise the first and second sentences of the second paragraph of subparagraph (a) of Article 542.04 of the Standard Specifications to read:

"The unstable and unsuitable material shall be removed to a depth determined by the Engineer and for a width of one diameter (or equivalent diameter) of the pipe on each side of the pipe culvert, and replaced with aggregate. Rock shall be removed to an elevation 300 mm (1 ft) lower than the bottom of the pipe or to a depth equal to 40 mm/m (1/2 in./ft) of ultimate fill height over the top of the pipe culvert, whichever is the greater depth, and for a width as specified in (b) below, and replaced with aggregate."

Revise the second paragraph of subparagraph (c) of Article 542.04 of the Standard Specifications to read:

"Well compacted aggregate, at least 100 mm (4 in.) in depth below the pipe culvert, shall be placed the entire width of the trench and for the length of the pipe culvert, except well compacted impervious material shall be used for the outer 1 m (3 ft) at each end of the pipe. When the trench has been widened by the removal and replacement of unstable or unsuitable material, the foundation material shall be placed for a width not less than the above specified widths on each side of the pipe. The aggregate and impervious material shall be approved by the Engineer and shall be compacted to the Engineer's satisfaction by mechanical means."

Revise subparagraph (e) of Article 542.04 of the Standard Specifications to read:

"(e) Backfilling. As soon as the condition of the pipe culvert will permit, the entire width of the trench shall be backfilled with aggregate to a height of at least the elevation of the center of the pipe. The aggregate shall be placed longitudinally along the pipe culvert, except at the outer 1 m (3 ft) at each end of the culvert which shall be backfilled with impervious material. The elevation of the backfill material on each side of the pipe shall be the same. The space under the pipe shall be completely filled. The aggregate and impervious material shall be placed in 200 mm (8 in.) layers, loose measurement, and compacted to the satisfaction of the Engineer by mechanical means.

When using PVC, PE, or corrugated metal pipe, the aggregate backfill shall be continued to a height of at least 300 mm (1 ft) above the top of the pipe and compacted to the satisfaction of the Engineer by mechanical means.

When using PVC, PE, or corrugated metal pipe a minimum of 300 mm (1 ft) of cover from the top of the pipe to the top of the subgrade will be required.

The installed pipe and its embedment shall not be disturbed when using movable trench boxes and shields, sheet pile, or other trench protection.

The remainder of the trench shall be backfilled with select material, from excavation or borrow, free from large or frozen lumps, clods or rock, meeting the approval of the Engineer. The material shall be placed in layers not exceeding 200 mm (8 in.) in depth, loose measurement and compacted to 95 percent of the standard laboratory density. Compaction shall be obtained by use of mechanical tampers or with approved vibratory compactors. Before compacting, each layer shall be wetted or dried to bring the moisture content within the limits of 80 to 110 percent of optimum moisture content determined according to AASHTO T 99 (Method C). All backfill material shall be deposited in the trench or excavation in such a manner as not to damage the culvert. The filling of the trench shall be carried on simultaneously on both sides of the pipe. The Contractor may, at his/her expense, backfill the entire trench with aggregate in lieu of select material. The aggregate shall be compacted to the satisfaction of the Engineer by mechanical means.

The backfill material for all trenches and excavations made in the subgrade of the proposed improvement, and for all trenches outside of the subgrade where the inner edge of the trench is within 600 mm (2 ft) of the edge of the proposed pavement, curb, gutter, curb and gutter, stabilized shoulder, or sidewalk shall be according to Section 208. The trench backfill material shall be compacted to the satisfaction of the Engineer by mechanical means.

The Contractor may, at his/her expense, backfill the entire trench with controlled low strength material meeting the approval of the Engineer.

When the trench has been widened for the removal and replacement of unstable or unsuitable material, the backfilling with aggregate and impervious material, will be required for a width of at least the specified widths on each side of the pipe. The remaining width of each layer may be backfilled with select material. Each 200 mm (8 in.) layer for the entire trench width shall be completed before beginning the placement of the next layer."

Revise subparagraph (b) of Article 542.05 of the Standard Specifications to read:

"(b) Embankment. Embankment extending to an elevation of 300 mm (1 ft) over the top of the pipe shall be constructed according to Article 542.04(f), except the material up to the elevation of the center of the pipe and extending to a width of at least 450 mm (18 in.) on each side of the pipe, exclusive of the outer 1 m (3 ft) at each end of the pipe, shall consist of aggregate. At the outer 1 m (3 ft) at each end of the culvert, impervious material shall be used."

Add the following to of Article 550.02 of the Standard Specifications:

"(m) Fine Aggregate (Note 2) 1003.04
(n). Course Aggregate (Note 3) 1004.06

Note 2. The fine aggregate shall be moist to the satisfaction of the Engineer.

Note 3. The course aggregate shall be wet to the satisfaction of the Engineer."

Revise the first two sentences of the third paragraph of Article 550.04 of the Standard Specifications to read:

"Well compacted, aggregate bedding material at least 100 mm (4 in.) in depth below the pipe, shall be placed for the entire width of the trench and length of the pipe. The aggregate shall be compacted to the satisfaction of the Engineer by mechanical means."

Revise Article 550.07 of the Standard Specifications to read:

"**550.07 Backfilling.** As soon as the condition of the pipe will permit, the entire width of the trench shall be backfilled with aggregate to a height of at least the elevation of the center of the pipe. The aggregate shall be placed longitudinally along the pipe. The elevation of the backfill material on each side of the pipe shall be the same. The space under the pipe shall be completely filled. The aggregate backfill material shall be placed in 200 mm (8 in.) layers, loose measurement and compacted to the satisfaction of the Engineer by mechanical means. When using PVC pipe, the aggregate shall be continued to a height of at least 300 mm (12 in.) above the top of the pipe.

The installed pipe and its embedment shall not be disturbed when using movable trench boxes and shields, sheet pile, or other trench protection.

The remainder of the trench and excavation shall be backfilled to the natural line or finished surface as rapidly as the condition of the sewer will permit. The backfill material shall consist of suitable excavated material from the trench or of trench backfill as herein specified. All backfill material shall be deposited in the trench or excavation in such a manner as not to damage the sewer. The filling of the trench shall be carried on simultaneously on both sides of the pipe. The backfill material for trenches and excavation made in the subgrade of the proposed improvement, and for all trenches outside of the subgrade where the inner edge of the trench is within 600 mm (2 ft) of the edge of the proposed pavement, curb, gutter, curb and gutter, stabilized shoulder or sidewalk shall be according to Section 208. The backfill material shall be compacted to the satisfaction of the Engineer by mechanical means

All backfill material up to a height of 300 mm (1 ft) above the pipe shall be deposited in uniform layers not exceeding 200 mm (8 in.) thick, loose measurement. The material in each layer shall be compacted to the satisfaction of the Engineer by mechanical means. The backfilling above this height shall be done according to Method 1, 2 or 3 as described below, with the following exceptions.

When trench backfill or excavated material meeting the requirements of Section 208 is required above the first 300 mm (1 ft) of the pipe, the layers shall not exceed 200 mm (8 in.). Gradations CA6 or CA10 shall not be used with Method 2 or Method 3.

Method 1. The material shall be deposited in uniform layers not exceeding 300 mm (1 ft) thick, loose measurement, and each layer shall be compacted to the satisfaction of the Engineer by mechanical means.

Method 2. The material shall be deposited in uniform layers not exceeding 300 mm (1 ft) thick, loose measurement, and each layer shall be either inundated or deposited in water.

Method 3. The trench shall be backfilled with loose material, and settlement secured by introducing water through holes jetted into the backfill to a point approximately 600 mm (2 ft) above the top of the pipe. The holes shall be spaced as directed by the Engineer but shall be no farther than 2 m (6 ft) apart.

The water shall be injected at a pressure just sufficient to sink the holes at a moderate rate of speed. The pressure shall be such that the water will not cut cavities in the backfill material nor overflow the surface. If water does overflow the surface, it shall be drained into the jetted holes by means of shallow trenches.

Water shall be injected as long as it will be absorbed by the backfill material and until samples taken from test holes in the trench show a satisfactory moisture content. The Contractor shall bore the test holes not more than 15 m (50 ft) apart and at such other locations in the trench designated by the Engineer. As soon as the watersoaking has been completed, all holes shall be filled with soil and compacted by ramming with a tool approved by the Engineer.

Backfill material which has been watersoaked shall be allowed to settle and dry for at least 10 days before any surface course or pavement is constructed on it. The length of time may be altered, if deemed desirable, by the Engineer. Where the inner edge of the trench is within 600 mm (2 ft) of the edge of the proposed pavement, curb, gutter, curb and gutter, stabilized shoulder or sidewalk, the provisions of this paragraph shall also apply.

At the end of the settling and drying period, the crusted top of the backfill material shall be scarified and, if necessary, sufficient backfill material added, as specified in Method 1, to complete the backfilling operations.

The method used for backfilling and compacting the backfill material shall be the choice of the Contractor. If the method used does not produce results satisfactory to the Engineer, the Contractor will be required to alter or change the method being used so the resultant backfill will be satisfactory to the Engineer. Should the Contractor be required to alter or change the method being used, no additional compensation will be allowed for altering or changing the method.

The Contractor may, at his/her expense, backfill the entire trench with controlled low strength material meeting the approval of the Engineer.

When sheeting and bracing have been used, sufficient bracing shall be left across the trench as the backfilling progresses to hold the sides firmly in place without caving or settlement. This bracing shall be removed as soon as practicable. Any depressions which may develop within the area involved in the construction operation due to settlement of the backfilling material shall be filled in a manner approved by the Engineer.

When the Contractor constructs the trench with sloped or benched sides according to Article 550.04, backfilling for the full width of the excavation shall be as specified, except no additional compensation will be allowed for trench backfill material required outside the vertical limits of the specified trench width.

Whenever excavation is made for installing sewer pipe across earth shoulders or private property, the topsoil disturbed by excavation operations shall be replaced as nearly as possible in its original position, and the whole area involved in the construction operations shall be left in a neat and presentable condition.

Deflection Testing for Storm Sewers. All PVC storm sewers will be tested for deflection not less than 30 days after the pipe is installed and the backfill compacted.

For PVC storm sewers with diameters 600 mm (24 in.) or smaller, a mandrel drag shall be used for deflection testing. For PVC storm sewers with diameters over 600 mm (24 in.), deflection measurements other than by a mandrel drag shall be used.

Where the mandrel is used, the mandrel shall be furnished by the Contractor and pulled by hand through the pipeline with a suitable rope or cable connected to each end. Winching or other means of forcing the deflection gauge through the pipeline will not be allowed.

The mandrel shall be of a shape similar to that of a true circle enabling the gauge to pass through a satisfactory pipeline with little or no resistance. The mandrel shall be of a design to prevent it from tipping from side to side and to prevent debris build-up from occurring between the channels of the adjacent fins or legs during operation. Each end of the core of the mandrel shall have fasteners to which the pulling cables can be attached. The mandrel shall have 9, various sized fins or legs of appropriate dimension for various diameter pipes. Each fin or leg shall have a permanent marking that states its designated pipe size and percent of deflection allowable.

The outside diameter of the mandrel shall be 95% of the base inside diameter, where the base inside diameter is:

For all PVC pipe (as defined using ASTM D 3034 methodology):

If the pipe is found to have a deflection greater than specified, that pipe section shall be removed, replaced, and retested."

Revise subparagraph (c) of Article 1003.04 of the Standard Specifications to read:

"(c) Gradation. The fine aggregate gradation shall be as follows:

Backfill, bedding and trench backfill for pipe culverts and storm sewers ..... FA 1, FA 2, FA 6
Porous granular embankment and backfill, french drains, and sand backfill for underdrains ..... FA 1, or FA 2 (Note 1)

Note 1: For FA 1 and FA 2, the percent passing the 75 μm (No. 200) sieve shall be 2 ±2."

Revise the title of Article 1004.06 of the Standard Specifications to read:

"Coarse Aggregate for Blotter, Embankment, Backfill, Trench Backfill, French Drains, and Bedding."

Add the following to the end of subparagraph (c) of Article 1004.06 of the Standard Specifications:

"Backfill, bedding, and trench backfill for pipe culverts and storm sewers ..... CA 6, CA 10, and CA 18"

80051

CONCRETE MIX DESIGN CRITERIA (BDE)

Effective: August 1, 2001

Revise Table 1(Metric) of Article 1020.04 of the Standard Specifications as follows:

The "Min. Cement Factor kg/cu m" for Class SH concrete shall be 335(1)/360(2).

The "Max. Water/Cement Ratio kg/kg" for Class MS, SI, RR, SC, and SH concrete shall be 0.48 and for Class PV concrete shall be 0.42.

Revise Table 1(English) of Article 1020.04 of the Standard Specifications as follows:

The "Min. Cement Factor cwt/cu yd" for Class SH concrete shall be 5.65(1)/6.05(2).

The "Max. Water/Cement Ratio lb/lb" for Class MS, SI, RR, SC, and SH concrete shall be 0.48 and for Class PV concrete shall be 0.42.

Revise the last sentence of paragraph five of Article 1020.05(b) to read:

"A cement factor below 320 kg/cu m (5.35 hundredweight/cu yd) will not be permitted."

Revise the first sentence of paragraph four of Article 1021.03(c) to read:

"For Class MS, SI, RR, SC, and SH concrete, the water/cement ratio shall not exceed 0.44.

80053

SHOULDER RESURFACING (BDE)

Effective: February 1, 2000

Revise Article 406.20 of the Standard Specifications to read:

> "Pavement Resurfacing. Once a lift of bituminous is placed on a lane of pavement, the adjoining shoulder shall be resurfaced with an equal thickness before any other lane is resurfaced, for each lift of bituminous resurfacing."

Revise the first sentence to the eighth paragraph of Article 406.23 of the Standard Specifications to read:

> "When the option of Class I, Type 1 and 2 mixture on shoulders is used and are placed simultaneously with the traffic lane as specified in Section 482, the quantity of bituminous mixture placed on the traffic lane will be limited to a calculated tonnage based upon actual mat width and length, plan thickness or a revised thickness authorized by the Engineer, and design mix weight per millimeter (inch) of thickness."

Delete the ninth paragraph of Article 406.23 of the Standard Specifications.

Replace the first sentence of the second paragraph Article 482.02 of the Standard Specifications with the following:

"For lifts with a thickness of 44 mm (1 ¾ inch) or greater, the aggregate used shall meet the gradation requirements for a CA 10. For lifts with a thickness less than 44 mm (1 ¾ inch) the aggregate used shall meet the gradation requirements for a CA 12."

Revise the first paragraph of Article 482.04 of the Standard Specifications to read:

> "For pavement and shoulder resurfacing projects, Class I Binder and Surface Course mixtures or Superpave mixtures designed at 50 gyrations or greater may be used in lieu of Bituminous Aggregate Mixture for the resurfacing of shoulders, at the option of the Contractor."

Replace the third sentence of the first paragraph of Article 482.05 of the Standard Specifications with the following:

"Superpave and Class I mixtures used as the top lift and other lifts less than 44 mm (1 ¾ inch) shall meet the gradation requirements for Superpave and B Binder of Surface Course mixture according to Article 406.13."

Revise the second paragraph of Article 482.06 of the Standard Specifications to read:

"On pavement and shoulder resurfacing projects, once a lift of bituminous resurfacing is placed on a lane of pavement, the adjoining shoulder shall be resurfaced, with an equal thickness before any other lane is resurfaced. When the Class I mixture option is used, the shoulders may be placed, at the Contractor's option, simultaneously with the adjacent traffic lane for both the binder and surface courses, provided the specified density, thickness and cross slope of both the pavement and shoulder can be satisfactorily obtained."

80013

DRIVING GUARDRAIL POSTS (BDE)

Effective: April 1, 1998

Add the following to the end of Article 630.06 of the Standard Specifications:

"When steel posts are used and the foreslopes are 1:3 or flatter, the Contractor may drive the posts with a vibratory hammer through the bituminous stabilization provided the posts are protected by a suitable driving cap. If disturbance and or damaged of the shoulder or slope occurs, the driving shall be discontinued and the posts shall be driven through holes cored in the shoulder."

43761

SUPERPAVE BITUMINOUS CONCRETE MIXTURES (BDE)

Effective: January 1, 2000
Revised: January 1, 2001

Description. This Special Provision establishes and describes the responsibilities of the Contractor in designing, producing, and constructing Superpave bituminous concrete mixtures using Illinois-Modified Strategic Highway Research Program (SHRP) Superpave criteria. This work shall be according to the requirements of Section 406 of the *Standard Specifications for Road and Bridge Construction* and the Recurring "Special Provision for the Quality Control/Quality Assurance of Bituminous Concrete Mixtures", except as follows.

Materials.

(a) Fine Aggregate Blend Requirement. The Contractor may be required to provide FA20 manufactured sand to meet the design requirements. For mixtures with Ndesign $\geq$ 90, at least 50% of the required fine aggregate fraction shall consist of either stone sand, slag sand, or steel slag sand meeting the FA20 gradation.

(b) Reclaimed Asphalt Pavement (RAP). If the Contractor is allowed to use more than 15% RAP, as specified in the plans, a softer PG binder may be required, as determined by the Engineer.

RAP shall meet the requirements of the Special Provision, "RAP for Use in Class I and Superpave Mixtures".

RAP will not be permitted in mixtures containing polymer modifiers.

RAP containing steel slag shall be permitted for use in top-lift surface mixtures only.

(c) Asphalt Cement. The asphalt cement shall be Performance-Graded (PG) or Modified Performance-Graded meeting the requirements of Supplemental Article 1009.05 for the grade specified on the plans.

The following additional guidelines shall be used if a polymer modified asphalt is specified:

(1) The polymer-modified asphalt cement shall be shipped, maintained, and stored at the mix plant according to the manufacturer's requirements. Polymer asphalt cement shall be placed in an empty tank and not blended with other asphalt cements.

(2) The mixture shall be designed using a mixing temperature of 325 $\pm$ 5 °F (163 $\pm$ 3 °C) and a Gyratory compaction temperature of 305 $\pm$ 5 °F (152 $\pm$ 3 °C).

(3) The mixture shall not be stored more than 1 hour without approval of the Engineer. The Engineer will assess the draindown of the mix in making this determination.

(4) Pneumatic-tired rollers will not be allowed unless otherwise specified by the Engineer. A vibratory roller meeting the requirements of Article 406.16 shall be required in the absence of the pneumatic-tired roller.

(5) A manufacturer's representative from the polymer asphalt cement producer shall be present during each polymer mixture start-up and shall be available at all times during production and lay-down of the mix.

Laboratory Equipment.

(a) Superpave Gyratory Compactor. The Superpave Gyratory Compactor (SGC) shall be used for all QC/QA testing. Operation and testing requirements will be explained in the Department's "Superpave Field Control Course".

(b) Ignition Oven. The ignition oven shall be substituted for the AC nuclear gauge during laboratory procedures. Operation and testing requirements will be explained in the Department's "Superpave Field Control Course".

The Engineer may waive the ignition oven requirement if the aggregates to be used are known to have ignition asphalt content calibration factors which exceed 1.5 percent.

Mixture Design. The Contractor shall submit mix designs, for approval,. for each required mixture. Mix designs shall be developed by Level III personnel who have successfully completed the course, “Superpave Mix Design Upgrade”. Articles 406.10 and 406.13 shall not apply. The mixtures will be designed according to the respective Illinois-Modified AASHTO references listed below.

AASHTO MP 2 - Standard Specification for Superpave Volumetric Mix Design

AASHTO PP 2 - Standard Practice for Short and Long Term Aging of Hot Mix Asphalt (HMA)

AASHTO PP 19 - Standard Practice for Volumetric Analysis of Compacted Hot Mix Asphalt (HMA)

AASHTO PP28 - Standard Practice for Designing Superpave HMA

AASHTO TP 4 - Method for Preparing and Determining the Density of Hot Mix Asphalt (HMA) Specimens by Means of the SHRP Gyratory Compactor

AASHTO TP 53 - Method for Determining the Asphalt Content of Hot Mix Asphalt (HMA) by the Ignition Method

(a) Mixture Composition. The ingredients of the bituminous mixture shall be combined in such proportions as to produce a mixture conforming to the composition limits by weight. The gradation mixture specified on the plans shall produce a mixture falling within the limits specified in Table 1.

TABLE 1. MIXTURE COMPOSITION (% PASSING)[1/]

Sieve	IL-25.0 mm		IL-19.0 mm				IL-12.5 mm[4/]		IL-9.5 mm[4/]			
Size	min	max	min	max			min	max	min	max		
37.5mm (1-1/2")		100										

25mm (1")	90	100		100								
19mm (3/4")		90	82	100				100				
12.5mm (1/2")	45	75	50	85			90	100		100		
9.5mm (3/8")								90	90	100		
4.75mm (#4)	24	42[2/]	24	50[2/]			24	65	24	65		
2.36mm (#8)	16	31	16	36			16	48[3/]	16	48[3/]		
1.18mm (#16)	10	22	10	25			10	32	10	32		
600µm (#30)												
300µm (#50)	4	12	4	12			4	15	4	15		
150µm (#100)	3	9	3	9			3	10	3	10		
75µm (#200)	3	6	3	6			4	6	4	6		

1/ Based on percent of total aggregate weight.

2/ The mixture composition shall not exceed 40% passing the 4.75mm (#4) sieve for binder courses with Ndesign ≥ 90.

3/ The mixture composition shall not exceed 40% passing the 2.36mm (#8) sieve for surface courses with Ndesign ≥ 90.

4/ The mixture composition for surface courses shall be according to IL-12.5mm or IL-9.5mm, unless otherwise specified by the Engineer.

One of the above gradations shall be used for leveling binder, as specified in the plans, and according to Article 406.04.

It is recommended that the selected combined aggregate gradation not pass through the restricted zones specified in Illinois-Modified AASHTO MP 2.

(b) Dust/AC Ratio for Superpave. The ratio of material passing the 75-µm (#200) sieve to total asphalt cement shall not exceed 1.0 for mixture design (based on total weight of mixture).

(c) Volumetric Requirements. The target value for the air voids of the hot mix asphalt (HMA) shall be 4.0 percent at the design number of gyrations. The VMA and VFA of the HMA design shall be based on the nominal maximum size of the aggregate in the mix and shall conform to the requirements listed in Table 2.

TABLE 2. VOLUMETRIC REQUIREMENTS					
Ndesign	**Voids in the Mineral Aggregate (VMA), % minimum**				**Voids Filled with Asphalt (VFA), %**
	IL-25.0	**IL-19.0**	**IL-12.5**	**IL-9.5**	
	12.0	13.0	14.0	15	
50					65 - 78
70					65 - 75
90					
105					

(d) Determination of Need for Anti-Stripping Additive. The mixture designer shall determine if an additive is needed in the mix to prevent stripping. The determination will be made on the basis of tests made according to Illinois-Modified T 283 using 4" Marshall bricks. To be considered acceptable by the Department as a mixture not susceptible to stripping, the ratio of conditioned to unconditioned split tensile strengths (TSRs) shall be equal to or greater than 0.75. Mixtures, with or without an additive, with TSRs less than 0.75 will be considered unacceptable.

If it is determined that an additive is required, the additive shall be hydrated lime, slaked quicklime, or a liquid additive, at the Contractor's option. The liquid additive shall be selected from the Department's list of approved additives and may be limited to those which have exhibited satisfactory performance in similar mixes.

Dry hydrated lime shall be added at a rate of 1.0 to 1.5 percent by weight of total dry aggregate. Slurry shall be added in such quantity as to provide the required amount of hydrated lime solids by weight of total dry aggregate. The exact rate of application for all anti-stripping additives will be determined by the Department. The method of application shall be as specified in Article 406.12.

Personnel. The QC Manager and Level I Technician shall have successfully completed the Department's "Superpave Field Control Course".

Required Plant Tests. Testing shall be conducted to control the production of the bituminous mixture. The Contractor shall use the test methods identified to perform the following mixture tests at a frequency not less than that indicated in Table 3.

TABLE 3. REQUIRED PLANT TESTS			
Parameter	**Frequency of Tests**		**Test Method**
Asphalt Content by Ignition Oven	1 per half day of production		Illinois-Modified AASHTO T308

Air Voids Bulk Specific Gravity of Gyratory Sample Maximum Specific Gravity of Mixture	1 per half day of production for first 2 days and 1 per day thereafter (first sample of the day)		Per the Department's "Superpave Field Control Course" Illinois-Modified AASHTO T 209

During production, the ratio of minus 75-µm (-#200) sieve material to total asphalt cement shall be not less than 0.6 nor more than 1.2, and the moisture content of the mixture at discharge from the mixer shall not exceed 0.5 percent. If at any time the ratio of minus 75-µm (-#200) material to asphalt or moisture content of the mixture falls outside the stated limits, production of mix shall cease. The cause shall be determined and corrective action satisfactory to the Engineer shall be initiated prior to resumption of production.

During production, mixture containing an anti-stripping additive will be tested by the Department for stripping to according to Illinois-Modified T 283. If the mixture fails to meet the TSR criteria for acceptance, no further mixture will be accepted until the Contractor takes such action as is necessary to furnish a mixture meeting the criteria.

Control Charts/Limits. Control charts/limits shall be according to QC/QA requirements, except density shall be plotted on the control charts within the following control limits:

TABLE 4. DENSITY CONTROL LIMITS

Parameter	Individual Test
Ndesign ≥ 90	92.0 - 96.0%
Ndesign < 90	93 - 97%

Method of Measurement. On full-depth pavement projects, this work will be measured in place, and the quantity for payment will be computed in square meters (square yards) of the thickness specified. The width of measurement shall be the top width of the bituminous concrete course as shown on the plans.

On resurfacing projects, this work will be measured for payment in metric tons (tons) according to 406.23 of the Standard Specifications.

Basis of Payment. On full-depth pavement projects, this work will be paid for at the contract unit price per square meter (square yard) for BITUMINOUS CONCRETE PAVEMENT, (FULL-DEPTH), SUPERPAVE, as specified in the plans.

On resurfacing projects in which polymer modifiers are not required, this work will be paid for at the contract unit price per metric tons (tons) for BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, of the friction aggregate mixture and Ndesign specified, LEVELING BINDER (HAND METHOD), SUPERPAVE, of the Ndesign specified, LEVELING BINDER (MACHINE METHOD), SUPERPAVE, of the Ndesign specified, and BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, of the mixture composition and Ndesign specified.

On resurfacing projects in which polymer modifiers are required, this work will be paid for at the contract unit price per metric tons (tons) for POLYMERIZED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, of the friction aggregate mixture and Ndesign specified, POLYMERIZED LEVELING BINDER (HAND METHOD), SUPERPAVE, of the Ndesign specified, POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, of the Ndesign specified, and POLYMERIZED BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, of the mixture composition and Ndesign specified.

80010

TRAFFIC CONTROL DEFICIENCY DEDUCTION (BDE)

Effective April 1, 1992

To ensure a prompt response to incidents involving the integrity of the work zone traffic control devices, the Contractor shall provide a telephone number where a responsible individual can be contacted on a 24-hour-a-day basis. When the Engineer is notified or determines a deficiency exists, (s)he shall be the sole judges to whether the deficiency is an immediate safety hazard. The Contractor shall dispatch sufficient resources within 2 hours of notification to make needed corrections of deficiencies that constitute an immediate safety hazard. Other deficiencies shall be corrected within 12 hours. If the Contractor fails to restore the required traffic control and protection within the time limits specified above, the Engineer will impose a daily monetary deduction for each 24-hour period (or portion thereof) the deficiency exists. This time period will begin with the time of notification to the Contractor and end with the Resident Engineer's acceptance of the corrections. For this project, the daily deduction will be __*__ per day. In addition, if the Contractor fails to respond, the Engineer may correct the deficiencies and the cost thereof will be deducted from monies due or which may become due the Contractor. This corrective action will in no way relieve the Contractor of his/her contractual requirements or responsibilities.

*The cost of the daily deduction will be calculated by dividing three percent of the awarded contract price by the number of calendar days anticipated for this project. The number of days anticipated for this project is 330. This procedure is to be followed regardless of whether the contract is based upon working days, contains a completion date, or has an incentive/disincentive clause.

5729I

PROSECUTION AND PROGRESS

Effective: April 1, 2000

Add the following paragraph to Article 108.01 of the Standard Specifications:

“All subcontractors shall be registered with the Department as a condition for approval to perform work on the contract.”

80017

EROSION AND SEDIMENT CONTROL DEFICIENCY DEDUCTION (BDE)

Effective: August 1, 2001
Revised: August 3, 2001

When the Engineer is notified or determines an erosion and/or sediment control deficiency(s) exists, he/she will direct the Contractor in writing to correct the deficiency. The Contractor shall then correct the deficiency within 24 hours. The deficiency may be any lack of repair, maintenance, or implementation of erosion and/or sediment control devices, or any failure to comply with the conditions of the National Pollutant Discharge Elimination System (NPDES) Storm Water Permit for Construction Site Activities.

If the Contractor fails to correct the deficiency(s) within 24 hours, a daily monetary deduction will be imposed for each calendar day or fraction thereof the deficiency exists. The time period will begin with the initial written notification to the Contractor and end with the Engineer's acceptance of the corrected work. The per calendar day deduction will be either $1000.00 or 0.05 percent of the awarded contract value, whichever is greater.

If the Contractor fails to respond, the Engineer may correct the deficiencies and deduct the cost from monies due or which may become due the Contractor. This corrective action shall in no way relieve the Contractor of his/her contractual requirements or responsibilities.

80055

PAVEMENT PATCHING (CLASS C OR CLASS D) (BDE)

Effective: April 1, 2001

Add the following to Article 442.10 of the Standard Specifications:

All saw cuts and tie bars required for Class C patches will not be measured for payment.

All saw cuts required for Class D patches will not be measured for payment.

80046

MOBILIZATION (BDE)

Effective: January 1, 1999
Revised: November 1, 2000

This work shall consist of preparatory work and operations necessary for the movement of personnel, equipment, supplies and incidentals to the project site for the establishment of offices, buildings and other facilities necessary for work on the projects and for all other work or operations which must be performed or costs incurred when beginning work on the project.

The amount which a Contractor will receive payment for, in accordance with the following schedule will be limited to six percent of the total contract bid. Should the bid for the item exceed six percent, the amount over six percent will not be paid until ninety percent of the adjusted contract value is earned.

Basis of Payment. Partial payment of the lump sum amount bid for Mobilization, not exceeding six percent, will be paid according to with the following schedule:

(a) Upon execution of the contract, seventy-five percent of the pay item will be paid.

(b) When ten percent of the original contract amount is earned, an additional fifteen percent of the pay item will be paid.

(c) When ninety percent of the contract value is earned, the remaining ten percent of the pay item will be paid along with any amount bid in excess of the six percent limit.

Nothing herein shall be construed to limit or preclude partial payment for other items as provided for by the contract.

53312

PAVEMENT REMOVAL (BDE)

Effective: January 1, 1999

Revise the second paragraph of Article 440.02 to read:

"It shall be the responsibility of the Contractor to determine the thickness of the existing pavement structure, including overlays, and other appurtenances to be removed, and the extent to which they are reinforced. Additional compensation will be allowed when variations from the assumed thickness(es) or from thickness(es) shown on the plans are greater than 15%. When an adjustment is made for variation in pavement thickness, a resulting adjustment will also be made in the earthwork quantities when applicable."

21982

TEMPORARY EROSION CONTROL SEEDING (BDE)

Effective: August 1, 2000

Description: This work shall consist of seeding all erodible/ bare earth areas every 7 days to minimize the amount of erodible surface area within the contract limits.

Materials: Seeds shall meet the requirements of Article 1081.04 of the Standard Specifications and shall consist of Oats from March 1 to July 31 and Winter Wheat from August 1 to November 15. Seed shall be delivered to the job site in unopened, labeled bags. A certification from the supplier stating the weight and contents of the bag shall be printed on or attached to each bag along with a certification stating that the seed meets the requirements of Article 1081.04(c) of the Standard Specifications.

Construction Requirements: Seed bed preparation will not be required for Temporary Erosion Control Seeding if the soil is in a loose condition. Light disking shall be done if the soil is hard or caked, as directed by the Engineer. The Contractor shall coordinate his work so no more than a total of 10 acres is disturbed at a time. All earthwork shall be completed, and temporary or permanently seeding complete before additional areas are disturbed. Under no conditions shall the Contractor prolong final grading and shaping so the entire project can be permanently seeded at one time. Wherever possible, final grading should be permanently seeded and the permanent erosion control should be installed. The ditch bottoms and backslopes shall not be disturbed again unless the seeding has not become established. When foreslopes need to be regraded to the new shoulder, all work shall be confined to the foreslope and any damage to the ditch bottom, backslope, or permanent erosion control shall be repaired at the Contractor's expense. Fertilizer nutrients will not be required (unless directed by the Engineer).

Hand broadcasting of the seed or other seeding methods approved by the Engineer, that will achieve a broad and reasonably uniform application, will be allowed. Seed bags shall be opened in the presence of the Engineer and the seed shall be evenly broadcast onto bare earth areas at a rate of 110 kg/hectare (100 lbs./acre). If an area that was seeded is germinating or has growth it need not be seeded again until it is disturbed.

The Contractor shall apply seed to all erodible bare earth areas within the contract limits every 7 days, regardless of weather conditions or progress of the work unless otherwise directed by the Engineer. The Engineer may require critical locations be given special treatment and seeded immediately. The Contractor shall have 48 hours to comply with the request.

The Contractor shall name a person at the preconstruction meeting who shall be on the jobsite and who is responsible for assuring that the erosion control work is completed in a timely manner.

Liquidated Damages: The equipment and materials to complete this work shall be available at the jobsite at all times. If the Contractor does not take action upon the scheduled day for seeding, (7th day), liquidated damages begin the next day. The Contractor shall be liable and shall pay to the Department the amount of $500 for each calendar day the seeding required by the contract is not completed, not as a penalty but as liquidated damages.

When special circumstances requiring immediate seeding of critical locations occurs, liquidated damages shall begin 48 hours after notice has been given to the Contractor, at the above-described rate.

Method of Measurement: Temporary Erosion Control Seeding will be measured for payment in kilograms (pounds) of seed applied. Open, broken, or partial bags of seed will not be acceptable for use and will not be measured for payment.

Basis of Payment: This work will be paid for at the contract unit price per kilogram (pound) for TEMPORARY EROSION CONTROL SEEDING. When light disking of hard or caked soil is directed by the Engineer, the additional work will be paid for according to Article 109.04.

VIBRATOR MONITORING SYSTEMS

Effective: April 1, 2001

Revise the fourth and fifth paragraphs of Article 1103.12 of the Standard Specifications to read:

"Vibrators of the internal type shall be especially designed for this purpose and so constructed as to operate satisfactorily. The operating frequency of the internal type shall be not less than 7,000 $\pm$ 2,000 vibrations per minute. The vibrating elements shall be so spaced that the concrete mass will be consolidated throughout its entire depth and width, but the spacing of the vibrating elements shall not exceed 600 mm (24 in.).

Each internal vibrator shall have a tachometer to measure and display the frequency of vibration. A vibrating reed tachometer, hand type, shall be furnished with each paver. The vibrating reed tachometer shall have a range from at least 5,000 to 9,000 vibrations per minute."

80049

WEIGHT CONTROL DEFICIENCY DEDUCTION

Effective: April 1, 2001
Revised: April 10, 2001

The Contractor shall provide accurate weights of materials delivered to the contract for incorporation into the work (whether temporary or permanent) and for which the basis of payment is by weight. These weights shall be documented on delivery tickets which shall identify the source of the material, type of material, the date and time the material was loaded, the contract number, the net weight, the tare weight when applicable and the identification of the transporting vehicle. For aggregates, the Contractor shall have the driver of the vehicle furnish or establish an acceptable alternative to provide the contract number and a copy of the material order to the source for each load. The source is defined as that facility that produces the final material product that is to be incorporated into the contract pay items.

The Department will conduct random, independent vehicle weight checks for material sources according to the procedures outlined in the Documentation Section Policy Statement of the Department's Construction Manual and hereby incorporated by reference. The results of the independent weight checks shall be applicable to all contracts containing this Special Provision. Should the vehicle weight check for a source result in the net weight of material on the vehicle exceeding the net weight of material shown on the delivery ticket by 0.5% (0.7% for aggregates) or more, the Engineer will document the independent vehicle weight check and immediately furnish a copy of the results to the Contractor. No adjustment in pay quantity will be made. Should the vehicle weight check for a source result in the net weight of material shown on the delivery ticket exceeding the net weight of material on the vehicle by 0.5% (0.7% for aggregates) or more, the Engineer will document the independent vehicle weight check and immediately furnish a copy of the results to the Contractor. The Engineer will adjust the net weight shown on the delivery ticket to the checked delivered net weight as determined by the independent vehicle weight check.

The Engineer will also adjust the method of measurement for all contracts for subsequent deliveries of all materials from the source based on the independent weight check. The net weight of all materials delivered to all contracts containing this Special Provision from this source, for which the basis of payment is by weight, will be adjusted by applying a correction factor "A" as determined by the following formula:

$$A = 1.0 - \left(\frac{B-C}{B}\right);\ \text{Where}\ A \le 1.0;\ \left(\frac{B-C}{B}\right) > 0.5\%\ \text{(0.7\% for aggregates)}$$

Where A = Adjustment factor
B = Net weight shown on delivery ticket
C = Net weight determined from independent weight check

The adjustment factor will be applied as follows:

Adjusted Net Weight = A x Delivery Ticket Net Weight

The adjustment factor will be imposed until the cause of the deficient weight is identified and corrected by the Contractor to the satisfaction of the Engineer. If the cause of the deficient weight is not identified and corrected within seven (7) calendar days, the source shall cease delivery of all materials to all contracts containing this Special Provision for which the basis of payment is by weight.

Should the Contractor elect to challenge the results of the independent weight check, the Engineer will continue to document the weight of material for which the adjustment factor would be applied. However, provided the Contractor furnishes the Engineer with written documentation that the source scale has been calibrated within seven (7) calendar days after the date of the independent weight check, adjustments in the weight of material paid for will not be applied unless the scale calibration demonstrates that the source scale was not within the specified Department of Agriculture tolerance.

At the Contractor's option, the vehicle may be weighed on a second independent Department of Agriculture certified scale to verify the accuracy of the scale used for the independent weight check.

80048R

DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION

Effective: September 1, 2000

FEDERAL OBLIGATION. The Department of Transportation, as a recipient of federal financial assistance, is required to take all necessary and reasonable steps to ensure nondiscrimination in the award and administration of contracts. Consequently, the federal regulatory provisions of 49 CFR part 26 apply to this contract concerning the utilization of disadvantaged business enterprises. This Special Provision will also be used by the Department to satisfy the requirements of the Business Enterprise for Minorities, Females, and Persons with Disabilities Act, 30 ILCS 575. For the purposes of this Special Provision, a disadvantaged business enterprise (DBE) means a business certified by the Department in accordance with the requirements of 49 CFR part 26 and listed in the DBE Directory or most recent addendum.

CONTRACTOR ASSURANCE: The Contractor makes the following assurance and agrees to include the assurance in each subcontract that the Contractor signs with a subcontractor:

The contractor, subrecipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR part 26 in the award and administration of federally-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate.

OVERALL GOAL SET FOR THE DEPARTMENT: As a requirement of compliance with 49 CFR part 26, the Department has set an overall goal for DBE participation in its federally assisted contracts. That goal is 12.5% of all federal-aid funds the Department will expend in its federally assisted contracts for the subject reporting fiscal year. The Department is required to make a good faith effort to achieve this goal. The dollar amount paid to all approved DBE firms performing work called for in this contract is eligible to be credited toward fulfillment of the Department's overall goal.

CONTRACT GOAL TO BE ACHIEVED BY THE CONTRACTOR: This contract includes a specific DBE utilization goal established by the Department. The goal has been included because the Department has determined that the work of this contract has subcontracting opportunities that may be suitable for performance by DBE companies. This determination is based on an assessment of the type of work, the location of the work, and the availability of DBE companies to do a part of the work. The assessment indicates that, in the absence of unlawful discrimination, and in an arena of fair and open competition, DBE companies can be expected to perform 12.00% of the work. This percentage is set as the DBE participation goal for this contract. Consequently, in addition to the other award criteria established for this contract, the Department will award this contract to a bidder who makes a good faith effort to meet this goal of DBE participation in the performance of the work. A bidder makes a good faith effort for award consideration if either of the following is done in accordance with the procedures set forth in this Special Provision:

The bidder documents that firmly committed DBE participation has been obtained to meet the goal; or

The bidder documents that a good faith effort has been made to meet the goal, even though the effort did not succeed in obtaining enough DBE participation to meet the goal.

DBE LOCATOR REFERENCES: Bidders may consult the DBE Directory as a reference source for DBE companies certified by the Department. In addition, the Department maintains a letting and item specific DBE locator information system whereby DBE companies can register their interest in providing quotes on particular bid items advertised for letting. Information concerning DBE companies willing to quote work for particular contracts may be obtained by contacting the Department's Bureau of Small Business Enterprises at telephone number (217)785-4611, or by visiting the Department's web site at www.dot.state.il.us.

BIDDING PROCEDURES: Compliance with the bidding procedures of this Special Provision is required prior to the award of the contract and the failure of the as-read low bidder to comply will render the bid nonresponsive.

In order to assure the timely award of the contract, the as-read low bidder must submit a Disadvantaged Business Utilization Plan on Department form SBE 2026 within seven (7) working days after the date of letting. To meet the seven (7) day requirement , the bidder may send the Plan by certified mail or delivery service within the seven (7) working day period. If a question arises concerning the mailing date of a Plan, the mailing date will be established by the U.S. Postal Service postmark on the original certified mail receipt from the U.S. Postal Service or the receipt issued by a delivery service. It is the responsibility of the as-read low bidder to ensure that the postmark or receipt date is affixed within the seven (7) working days if the bidder intends to rely upon mailing or delivery to satisfy the submission day requirement. The Plan is to be submitted to the Department of Transportation, Bureau of Small Business Enterprises, Contract Compliance Section, 2300 South Dirksen Parkway, Room 319, Springfield, Illinois 62764 (Telefax: (217)785-1524). It is the responsibility of the bidder to obtain confirmation of telefax delivery. The Department will not accept a Utilization Plan if it does not meet the seven (7) day submittal requirement, and the bid will be declared nonresponsive. In the event the bid is declared nonresponsive due to a failure to submit a Plan or failure to comply with the bidding procedures set forth herein, the Department may elect to cause the forfeiture of the penal sum of the bidder's proposal guaranty, and may deny authorization to bid the project if re-advertised for bids. The Department reserves the right to invite any other bidder to submit a Utilization Plan at any time for award consideration or to extend the time for award.

The Utilization Plan shall indicate that the bidder either has obtained sufficient DBE participation commitments to meet the contract goal or has not obtained enough DBE participation commitments in spite of a good faith effort to meet the goal. The Utilization Plan shall further provide the name, telephone number and telefax number of a responsible official of the bidder designated for purposes of notification of plan approval or disapproval under the procedures of this Special Provision.

The Utilization Plan shall include a DBE Participation Commitment Statement, Department form SBE 2025, for each DBE proposed for the performance of work to achieve the contract goal. The signatures on these forms must be original signatures. All elements of information indicated on the said form shall be provided, including but not limited to the following:

The name and address of each DBE to be used;

A description, including pay item numbers, of the commercially useful work to be done by each DBE;

The price to be paid to each DBE for the identified work specifically stating the quantity, unit price and total subcontract price for the work to be completed by the DBE. If partial pay items are to be performed by the DBE, indicate the portion of each item, a unit price where appropriate and the subcontract price amount;

A commitment statement signed by the bidder and each DBE evidencing availability and intent to perform commercially useful work on the project; and

If the bidder is a joint venture comprised of DBE firms and non-DBE firms, the plan must also include a clear identification of the portion of the work to be performed by the DBE partner(s).

The contract will not be awarded until the Utilization Plan submitted by the bidder is approved. The Utilization Plan will be approved by the Department if the Plan commits sufficient commercially useful DBE work performance to meet the contract goal. The Utilization Plan will not be approved by the Department if the Plan does not commit sufficient DBE performance to meet the contract goal unless the bidder documents that it made a good faith effort to meet the goal. The good faith procedures of Section VIII of this special provision apply. If the Utilization Plan is not approved because it is deficient in a technical matter, unless waived by the Department, the bidder will be notified and will be allowed no less than a five (5) working day period in order to cure the deficiency.

CALCULATING DBE PARTICIPATION: The Utilization Plan values represent work anticipated to be performed and paid for upon satisfactory completion. The Department is only able to count toward the achievement of the overall goal and the contract goal the value of payments made for the work actually performed by DBE companies. In addition, a DBE must perform a commercially useful function on the contract to be counted. A commercially useful function is generally performed when the DBE is responsible for the work and is carrying out its responsibilities by actually performing, managing, and supervising the work involved. The Department and Contractor are governed by the provisions of 49 CFR part 26.55(c) on questions of commercially useful functions as it affects the work. Specific counting guidelines are provided in 49 CFR part 26.55, the provisions of which govern over the summary contained herein.

DBE as the Contractor: 100% goal credit for that portion of the work performed by the DBE's own forces, including the cost of materials and supplies. Work that a DBE subcontracts to a non-DBE firm does not count toward the DBE goals.

DBE as a joint venture Contractor: 100% goal credit for that portion of the total dollar value of the contract equal to the distinct, clearly defined portion of the work performed by the DBE's own forces.

DBE as a subcontractor: 100% goal credit for the work of the subcontract performed by the DBE's own forces, including the cost of materials and supplies. Work that a DBE subcontractor in turn subcontracts to a non-DBE firm does not count toward the DBE goal.

DBE as a trucker: 100% goal credit for trucking participation provided the DBE is responsible for the management and supervision of the entire trucking operation for which it is responsible. At least one truck owned, operated, licensed and insured by the DBE must be used on the contact. Credit will be given for the full value of all such DBE trucks operated using DBE employed drivers. Goal credit will be limited to the value of the reasonable fee or commission received by the DBE if trucks are leased from a non-DBE company.

DBE as a material supplier:

60% goal credit for the cost of the materials or supplies purchased from a DBE regular dealer.

100% goal credit for the cost of materials or supplies obtained from a DBE manufacturer.

100% credit for the value of reasonable fees and commissions for the procurement of materials and supplies if not a regular dealer or manufacturer.

GOOD FAITH EFFORT PROCEDURES: If the bidder cannot obtain sufficient DBE commitments to meet the contract goal, the bidder must document in the Utilization Plan the good faith efforts made in the attempt to meet the goal. This means that the bidder must show that all necessary and reasonable steps were taken to achieve the contract goal. Necessary and reasonable steps are those which could reasonably be expected to obtain sufficient DBE participation. The Department will consider the quality, quantity and intensity of the kinds of efforts that the bidder has made. Mere *pro forma* efforts are not good faith efforts; rather, the bidder is expected to have taken those efforts that would be reasonably expected of a bidder actively and aggressively trying to obtain DBE participation sufficient to meet the contract goal.

The following is a list of types of action that the Department will consider as part of the evaluation of the bidder's good faith efforts to obtain participation. These listed factors are not intended to be a mandatory checklist and are not intended to be exhaustive. Other factors or efforts brought to the attention of the Department may be relevant in appropriate cases, and will be considered by the Department.

Soliciting through all reasonable and available means (e.g. attendance at pre-bid meetings, advertising and/or written notices) the interest of all certified DBE companies that have the capability to perform the work of the contract. The bidder must solicit this interest within sufficient time to allow the DBE companies to respond to the solicitation. The bidder must determine with certainty if the DBE companies are interested by taking appropriate steps to follow up initial solicitations.

Selecting portions of the work to be performed by DBE companies in order to increase the likelihood that the DBE goals will be achieved. This includes, where appropriate, breaking out contract work items into economically feasible units to facilitate DBE participation, even when the prime contractor might otherwise prefer to perform these work items with its own forces.

Providing interested DBE companies with adequate information about the plans, specifications, and requirements of the contract in a timely manner to assist them in responding to a solicitation.

a. Negotiating in good faith with interested DBE companies. It is the bidder's responsibility to make a portion of the work available to DBE subcontractors and suppliers and to select those portions of the work or material needs consistent with the available DBE subcontractors and suppliers, so as to facilitate DBE participation. Evidence of such negotiation includes the names, addresses, and telephone numbers of DBE companies that were considered; a description of the information provided regarding the plans and specifications for the work selected for subcontracting; and evidence as to why additional agreements could not be reached for DBE companies to perform the work.

b. A bidder using good business judgment would consider a number of factors in negotiating with subcontractors, including DBE subcontractors, and would take a firm's price and capabilities as well as contract goals into consideration. However, the fact that there may be some additional costs involved in finding and using DBE companies is not in itself sufficient reason for a bidder's failure to meet the contract DBE goal, as long as such costs are reasonable. Also, the ability or desire of a prime contractor to perform the work of a contract with its own organization does not relieve the bidder of the responsibility to make good faith efforts. Prime contractors are not, however, required to accept higher quotes from DBE companies if the price difference is excessive or unreasonable.

Not rejecting DBE companies as being unqualified without sound reasons based on a thorough investigation of their capabilities. The contractor's standing within its industry, membership in specific groups, organizations, or associations and political or social affiliations (for example union vs. non-union employee status) are not legitimate causes for the rejection or non-solicitation of bids in the contractor's efforts to meet the project goal.

Making efforts to assist interested DBE companies in obtaining bonding, lines of credit, or insurance as required by the recipient or contractor.

Making efforts to assist interested DBE companies in obtaining necessary equipment, supplies, materials, or related assistance or services.

Effectively using the services of available minority/women community organizations; minority/women contractors' groups; local, state, and Federal minority/women business assistance offices; and other organizations as allowed on a case-by-case basis to provide assistance in the recruitment and placement of DBE companies.

If the Department determines that the Contractor has made a good faith effort to secure the work commitment of DBE companies to meet the contract goal, the Department will award the contract provided that it is otherwise eligible for award. If the Department determines that a good faith effort has not been made, the Department will notify the bidder of that preliminary determination by contacting the responsible company official designated in the Utilization Plan. The preliminary determination shall include a statement of reasons why good faith efforts have not been found, and may include additional good faith efforts that the bidder could take. The notification will designate a five (5) working day period during which the bidder shall take additional efforts. The bidder is not limited by a statement of additional efforts, but may take other action beyond any stated additional efforts in order to obtain additional DBE commitments. The bidder shall submit an amended Utilization Plan if additional DBE commitments to meet the contract goal are secured. If additional DBE commitments sufficient to meet the contract goal are not secured, the bidder shall report the final good faith efforts made in the time allotted. All additional efforts taken by the bidder will be considered as part of the bidder's good faith efforts. If the bidder is not able to meet the goal after taking additional efforts, the Department will make a pre-final determination of the good faith efforts of the bidder and will notify the designated responsible company official of the reasons for an adverse determination.

The bidder may request administrative reconsideration of a pre-final determination adverse to the bidder within the five (5) working days after the notification date of the determination by delivering the request to the Department of Transportation, Bureau of Small Business Enterprises, Contract Compliance Section, 2300 South Dirksen Parkway, Room 319, Springfield, Illinois 62764 (Telefax: (217)785-1524). Deposit of the request in the United States mail on or before the fifth business day shall not be deemed delivery. The pre-final determination shall become final if a request is not made and delivered. A request may provide additional written documentation and/or argument concerning the issue of whether an adequate good faith effort was made to meet the contract goal. In addition, the request shall be considered a consent by the bidder to extend the time for award. The request will be forwarded to the Department's Reconsideration Officer. The Reconsideration Officer will extend an opportunity to the bidder to meet in person in order to consider all issues of whether the bidder made a good faith effort to meet the goal. After the review by the Reconsideration Officer, the bidder will be sent a written decision within ten (10) working days after receipt of the request for reconsideration, explaining the basis for finding that the bidder did or did not meet the goal or make adequate good faith efforts to do so. A final decision by the Reconsideration Officer that a good faith effort was made shall approve the Utilization Plan submitted by the bidder and shall clear the contract for award. A final decision that a good faith effort was not made shall render the bid nonresponsive.

CONTRACT COMPLIANCE: Compliance with this Special Provision is an essential part of the contract. The Department is prohibited by federal regulations from crediting the participation of a DBE included in the Utilization Plan toward either the contract goal or the Department's overall goal until the amount to be applied toward the goals has been paid to the DBE. The following administrative procedures and remedies govern the compliance by the Contractor with the contractual obligations established by the Utilization Plan. After approval of the Plan and award of the contract, the Utilization Plan and individual DBE Participation Statements become part of the contract. If the contractor did not succeed in obtaining enough DBE participation to achieve the advertised contract goal, and the Utilization Plan was approved and contract awarded based upon a determination of good faith, the total dollar value of DBE work calculated in the approved Utilization Plan as a percentage of the awarded contract value shall become the amended contract goal.

No amendment to the Utilization Plan may be made without prior written approval from the Department's Bureau of Small Business Enterprises. All requests for amendment to the Utilization Plan shall be submitted to the Department of Transportation, Bureau of Small Business Enterprises, Contract Compliance Section, 2300 South Dirksen Parkway, Room 319, Springfield, Illinois 62764. Telephone number (217) 785-4611. Telefax number (217) 785-1524.

All work indicated for performance by an approved DBE shall be performed, managed and supervised by the DBE executing the Participation Statement. The Contractor shall not terminate for convenience a DBE listed in the Utilization Plan and then perform the work of the terminated DBE with its own forces, those of an affiliate or those of another subcontractor, whether DBE or not, without first obtaining the written consent of the Bureau of Small Business Enterprises to amend the Utilization Plan. If a DBE listed in the Utilization Plan is terminated for reasons other than convenience, or fails to complete its work on the contract for any reason, the Contractor shall make good faith efforts to find another DBE to substitute for the terminated DBE. The good faith efforts shall be directed at finding another DBE to perform at least the same amount of work under the contract as the DBE that was terminated, but only to the extent needed to meet the contract goal or the amended contract goal. The Contractor shall notify the Bureau of Small Business Enterprises of any termination for reasons other than convenience, and shall obtain approval for inclusion of the substitute DBE in the Utilization Plan. If good faith efforts following a termination of a DBE for cause are not successful, the Contractor shall contact the Bureau and provide a full accounting of the efforts undertaken to obtain substitute DBE participation. The Bureau will evaluate the good faith efforts in light of all circumstances surrounding the performance status of the contract, and determine whether the contract goal should be amended.

The Contractor shall maintain a record of payments for work performed to the DBE participants. The records shall be made available to the Department for inspection upon request. After the performance of the final item of work or delivery of material by a DBE and final payment therefor to the DBE by the Contractor, but not later than thirty (30) calendar days after payment has been made by the Department to the Contractor for such work or material without regard to any retainage withheld by the Department, the Contractor shall submit a DBE Payment Report on Department form SBE 2115 to the District Engineer. If full and final payment has not been made to the DBE, the Report shall indicate whether a disagreement as to the payment required exists between the Contractor and the DBE or if the Contractor believes that the work has not been satisfactorily completed. If the Contractor does not have the full amount of work indicated in the Utilization Plan performed by the DBE companies indicated in the Plan, the Department will deduct from contract payments to the Contractor the amount of the goal not achieved as liquidated and ascertained damages.

The Department reserves the right to withhold payment to the Contractor to enforce the provisions of this Special Provision. Final payment shall not be made on the contract until such time as the Contractor submits sufficient documentation demonstrating achievement of the goal in accordance with this Special Provision or after liquidated damages have been determined and collected.

80029

PAVEMENT THICKNESS DETERMINATION FOR PAYMENT (BDE)

Effective: April 1, 1999
Revised: August 1, 2000

Description. This work shall consist of determining pavement thickness for payment for full depth bituminous concrete and all pcc pavements.

Materials. Rapid set materials shall be obtained from the Department's approved list of Packaged, Dry, Rapid Hardening Cementitous Materials For Concrete Repairs. Coarse aggregate may be added to the mortar if allowed by the manufacturer's instructions on the package. Mixing shall be according to the manufacture's recommendations.

Equipment. Cores shall be taken utilizing an approved coring machine. The cores shall have a diameter of 50 mm (2 inches). The cores shall be measured utilizing an approved measuring device.

CONSTRUCTION REQUIREMENTS

Tolerance in Thickness. Determination of the pavement thickness shall be performed after the pavement surface tests and all corrective grinding are complete according to Article 407.09 of the Standard Specifications. Adjustments made in the contract unit price for pavement thickness will be in addition to and independent of those made for the Profile Index.

The pavement will be divided into lots of not more than 1500 m (5000 ft.) in length. When the length of a continuous strip of pavement is less than 1500 m (5000 ft.), these short lengths of pavement, ramps, turn lanes, and other short sections of continuous pavement shall be grouped together to form lots of approximately 5500 square meters (6500 sq. yds.). Short segments between structures will be measured continuously with the structure segments omitted. Each lot will be subdivided into 10 equal sublots. The width of a sublot and lot will be the width from the pavement edge to the adjacent lane line, from one lane line to the next, or between pavement edges for single-lane pavements.

Fifty millimeter (two inch) cores shall be taken from the pavement by the Contractor at random locations selected by the Engineer. When computing the thickness of a lot, 1 core will be taken per sublot. Core locations will be specified by the Engineer prior to beginning the coring operations.

The Contractor and the Engineer shall witness the coring operations, the measurement, and recording of the cores. Core measurements will be determined immediately upon removal from the core bit and prior to moving to the next core location. Upon concurrence of the length, the core samples may be discarded.

Patching Holes. Upon completion of coring, all core holes shall be filled with a rapid set mortar or concrete. Only enough water to permit placement and consolidation by rodding shall be used, and the material shall be struck-off flush with the adjacent pavement.

For a rapid set mortar mixture, one part packaged rapid set cement shall be combined with two parts fine aggregate, by volume; or a packaged rapid set mortar shall be used. For a rapid set concrete mixture, a packaged rapid set mortar shall be combined with coarse aggregate according to the manufacturer's instructions or a packaged rapid set concrete shall be used. Mixing of a rapid set mortar or concrete shall be according to the manufacturer's instructions.

Deficient Core. When the thickness of the core in a sublot is deficient by more than 10% of plan thickness, the Contractor will have the option of taking 3 additional cores selected at random by the Engineer within the same sublot at the Contractor's expense. The thickness of the additional 3 cores will be averaged with the original core thickness. When the average thickness shows the sublot to be deficient by 10% or less, no additional action is necessary. If the Contractor chooses not to take additional cores, the pavement in the sublot shall be removed and replaced at the Contractor's expense. When additional cores are taken and the average thickness of the additional cores show the sublot to be deficient by more than 10%, the pavement in that sublot shall be removed and replaced at the Contractor's expense. When requested in writing by the Contractor, the Engineer, at his/her option, may permit in writing such thin pavement to remain in place. For Bituminous Concrete Pavement (Full Depth) allowed to remain in place, additional lift(s) may be placed, at the Contractor's expense, to bring the deficient pavement to plan thickness when the Engineer determines grade control conditions will permit such lift(s). The material thickness(es), areas to be overlaid, and method of placement used for additional lift(s) will be approved by the Engineer. When the thin pavement is removed and replaced or additional lifts are placed, the replacement pavement will be retested for thickness at the Contractor's expense. When the thin pavement is left in place and no additional lift(s) are placed, no payment will be made for the deficient pavement sublot. The thickness of the original core taken in the sublot will be used in determining the payment for the entire lot and no adjustment to the pay factor will be made for any corrective action taken.

Deficient Lot. After analyzing the cores, the Percent Within Limits will be calculated. A lot of pavement represented by the Percent Within Limits (PWL) of 60% or less, shall be removed and replaced at the Contractor's expense. When requested in writing by the Contractor, the Engineer, at his/her option, may permit in writing such pavement to remain in place. For Bituminous Concrete Pavement (Full Depth), allowed to remain in place, additional lift(s) may be placed, at the Contractor's expense, to bring the deficient pavement to plan thickness when the Engineer determines grade control conditions will permit such lift(s). The material, thickness(es), areas to be overlaid and method of placement used for the additional lift(s) will be approved by the Engineer. After either corrective action, the Contractor shall core the lot according to the "Coring Procedures" at no additional cost to the Department. The PWL will then be recalculated for the lot, however, the pay factor for the lot will be a maximum of 100%. When requested in writing by the Contractor, the Engineer, at his/her option, may permit in writing, the lot to remain in place. When the lot is left in place and no additional lifts are placed the pay factor for the lot will be based on the calculated PWL.

Right of Discovery. When the Engineer has reason to believe the random core selection process will not accurately represent the true conditions of the work, he/she may order cores in addition to those specified. The additional cores shall be taken at specific locations determined by the Engineer. The Engineer will provide notice to the Contractor containing an explanation of the reasons for his/her action. These additional cores and locations will be determined prior to commencement of coring operations. When the additional cores show the pavement to be deficient by more than 10%, additional cores shall be taken at locations determined by the Engineer to determine the limits of the deficient pavement area. The deficient pavement area will be defined as the area between two acceptable cores. An acceptable core is a core with a thickness of 90% or more of plan thickness. The defined pavement area shall be removed and replaced at the Contractor's expense. When requested by the Contractor, the Engineer, at his/her option, may permit in writing such thin pavement to remain in place. On Bituminous Concrete Pavement (Full Depth) allowed to remain in place, additional lift(s) may be placed to bring the deficient pavement to plan thickness when the Engineer determines that grade control conditions will permit such lift(s). The material, thickness(es), areas to be overlaid and method of placement for the additional lift(s) will be approved by the Engineer. When the thin pavement is removed and replaced or additional lifts are placed, the replacement pavement will be retested for thickness at the Contractor's expense. When the thin pavement is left in place and no additional lift(s) are placed, no payment will be made for the deficient pavement. When the additional cores show the pavement to be deficient by 10% or less the additional cores will be paid for according to Article 109.04. When the additional cores show the pavement to be deficient by more than 10% the additional cores taken in the deficient area shall be at the Contractor's expense.

Profile Index Adjustment. After any section of pavement is removed and replaced or any additional lifts are added, the corrected areas shall be tested for pavement smoothness and any necessary Profile Index adjustments and/or corrections will be made based on these final profile readings. Such surface testing shall be performed at the Contractor's expense.

Core Analysis. Cores will be analyzed according to the following:

(a) Definition:

x_i = Individual values (core lengths) under consideration
n = Number of individual values under consideration (10 per lot)

$\bar{x}$ = Average of the values under consideration
LSL = Lower Specification Limit (LSL = 0.98 plan thickness for pavement)
Q_L = Lower Quality Index
S = Sample Standard Deviation
PWL = Percent Within Limits
Σ = $(x - \bar{x})^2 + (x_2 - \bar{x})^2 + \ldots + (x_{10} - \bar{x})^2$

Determine $\bar{x}$ for the lot to the nearest two decimal places.

Compute the sample standard deviation to the nearest three decimal places using:

$$S = \sqrt{\frac{\sum \left(x_1 - \bar{x}\right)^2}{n-1}}$$

Determine the Lower Quality Index to the nearest two decimal places using:

$$Q_L = \frac{\left(\bar{x} - LSL\right)}{S}$$

Determine the percentage that will fall above the Lower Specification Limit (LSL) by going to the attached Table and utilizing calculated Q_L. Read the appropriate PWL value from the Table. For Q_L values less than zero the value shown in the table must be subtracted from 100 to obtain PWL.

Pay Adjustment. The following pay adjustment equation will be used to determine (to the nearest two decimal places) the pay factor for each lot.

Pay Factor (%) = 55 + 0.5 (PWL)

If $\bar{x}$ for a lot is less than the plan thickness, the maximum pay factor for that lot will be 100%.

Total Payment. The payment will be based on the appropriate pay items in Sections 407, 420, and 421. The final payment will be adjusted according to the following equation:

Total Payment = PF[CUP (SQMPAVT - DEFPAVT)]

PF = Total Pay Factor
CUP = Contract Unit Price
SQMPAVT = Square Meters of Pavement Placed
DEFPAVT = Square Meters of Deficient Pavement

The total pay factor for the entire pavement will be the average of all the lots, however, not more than 102% of plan quantity will be paid.

All work involved in determining the total payment will be included in the contract unit prices of the pay items involved.

53600

Percent Within Limits

Quality Index (Q)*	Percent in Limits (PWL)	Quality Index (Q)*	Percent in Limits (PWL)	Quality Index (Q)*	Percent in Limits (PWL)	Quality Index (Q)*	Percent in Limits (PWL)	Quality Index (Q)*	Percent in Limits (PWL)	Quality Index (Q)*	Percent in Limits (PWL)	Quality Index (Q)*	Percent in Limits (PWL)
0.00	50.00	.040	65.07	0.80	78.43	1.20	88.76	1.60	95.46	2.00	98.83	2.40	99.89
0.01	50.38	0.41	65.43	0.81	78.72	1.21	88.97	1.61	95.58	2.01	98.88	2.41	99.90
0.02	50.77	0.42	65.79	0.82	79.02	1.22	89.17	1.62	95.70	2.02	98.92	2.42	99.91
0.03	51.15	0.43	66.15	0.83	79.31	1.23	89.38	1.63	95.81	2.03	98.97	2.43	99.91
0.04	51.54	0.44	66.51	0.84	79.61	1.24	89.58	1.64	95.93	2.04	99.01	2.44	99.92
0.05	51.92	0.45	66.87	0.85	79.90	1.25	89.79	1.65	96.05	2.05	99.06	2.45	99.93
0.06	52.30	0.46	67.22	0.86	80.19	1.26	89.99	1.66	96.16	2.06	99.10	2.46	99.94
0.07	52.69	0.47	67.57	0.87	80.47	1.27	90.19	1.67	96.27	2.07	99.14	2.47	99.94
0.08	53.07	0.48	67.93	0.88	80.76	1.28	90.38	1.68	96.37	2.08	99.18	2.48	99.95
0.09	53.46	0.49	68.28	0.89	81.04	1.29	90.58	1.69	96.48	2.09	99.22	2.49	99.95
0.10	53.84	0.50	68.63	0.90	81.33	1.30	90.78	1.70	96.59	2.10	99.26	2.50	99.96
0.11	54.22	0.51	68.98	0.91	81.61	1.31	90.96	1.71	96.69	2.11	99.29	2.51	99.96
0.12	54.60	0.52	69.32	0.92	81.88	1.32	91.15	1.72	96.78	2.12	99.32	2.52	99.97
0.13	54.99	0.53	69.67	0.93	82.16	1.33	91.33	1.73	96.88	2.13	99.36	2.53	99.97
0.14	55.37	0.54	70.01	0.94	82.43	1.34	91.52	1.74	96.97	2.14	99.39	2.54	99.98
0.15	55.75	0.55	70.36	0.95	82.71	1.35	91.70	1.75	97.07	2.15	99.42	2.55	99.98
0.16	56.13	0.56	70.70	0.96	82.97	1.36	91.87	1.76	97.16	2.16	99.45	2.56	99.98
0.17	56.51	0.57	71.04	0.97	83.24	1.37	92.04	1.77	97.25	2.17	99.48	2.57	99.98
0.18	56.89	0.58	71.38	0.98	83.50	1.38	92.22	1.78	97.33	2.18	99.50	2.58	99.99
0.19	57.27	0.59	71.72	0.99	83.77	1.39	92.39	1.79	97.42	2.19	99.53	2.59	99.99
0.20	57.65	0.60	72.06	1.00	84.03	1.40	92.56	1.80	97.51	2.20	99.56	2.60	99.99
0.21	58.03	0.61	72.39	1.01	84.28	1.41	92.72	1.81	97.59	2.21	99.58	2.61	99.99
0.22	58.40	0.62	72.72	1.02	84.53	1.42	92.88	1.82	97.67	2.22	99.61	2.62	99.99
0.23	58.78	0.63	73.06	1.03	84.79	1.43	93.05	1.83	97.75	2.23	99.63	2.63	100.00
0.24	59.15	0.64	73.39	1.04	85.04	1.44	93.21	1.84	97.83	2.22	99.66	2.64	100.00
0.25	59.53	0.65	73.72	1.05	85.29	1.45	93.37	1.85	97.91	2.25	99.68	$\geq$ 2.65	100.00
0.26	59.90	0.66	74.04	1.06	85.53	1.46	93.52	1.86	97.98	2.26	99.70		
0.27	60.28	0.67	74.36	1.07	85.77	1.47	93.67	1.87	98.05	2.27	99.72		
0.28	60.65	0.68	74.69	1.08	86.02	1.48	93.83	1.88	98.11	2.28	99.73		
0.29	61.03	0.69	75.01	1.09	86.26	1.49	93.98	1.89	98.18	2.29	99.75		
0.30	61.40	0.70	75.33	1.10	86.50	1.50	94.13	1.90	98.25	2.30	99.77		
0.31	61.77	0.71	75.64	1.11	86.73	1.51	94.27	1.91	98.31	2.31	99.78		
0.32	62.14	0.72	75.96	1.12	86.96	1.52	94.41	1.92	98.37	2.32	99.80		
0.33	62.51	0.73	76.27	1.13	87.20	1.53	94.54	1.93	98.44	2.33	99.81		
0.34	62.88	0.74	76.59	1.14	87.43	1.54	94.68	1.94	98.50	2.34	99.83		
0.35	63.25	0.75	76.90	1.15	87.66	1.55	94.82	1.95	98.56	2.35	99.84		
0.36	63.61	0.76	77.21	1.16	87.88	1.56	94.95	1.96	98.61	2.36	99.85		
0.37	63.98	0.77	77.51	1.17	88.10	1.57	95.08	1.97	98.67	2.37	99.86		
0.38	64.34	0.78	77.82	1.18	88.32	1.58	95.20	1.98	98.72	2.38	99.87		
0.39	64.71	0.79	78.12	1.19	88.54	1.59	95.33	1.99	98.78	2.39	99.88		

*For Q values less than zero, subtract the table value from 100 to obtain PWL

ILLINOIS DEPARTMENT OF LABOR
PREVAILING WAGES FOR PEORIA COUNTY EFFECTIVE SEPTEMBER 2001

These Prevailing rates of wages are included in this contract proposal which is subject to check Sheet #4 of the Supplemental Specifications and Recurring Special Provisions. The rates have been ascertained and certified by the Illinois Department of Labor for the locality in which the work is to be performed and for each craft or type of work or mechanic needed to execute the work of the contract. As required by the Prevailing Wage Act 820 (ILCS 130/0.01, et seq.) and Check Sheet #4 of this contract, not less than the rates of wages ascertained by the Illinois Department of Labor and as revised during the performance of the contract shall be paid to all laborers, workers and mechanics performing work under the contract. Post this scale of wages in a prominent and easily accessible place at the site of work.

If the Illinois Department of Labor revises the prevailing rates of wages to be paid as listed in this specification of rates, the contractor shall post the revised rates of wages and shall pay not less than the revised rates of wages. The contractor shall notify each of its subcontractors of the revised rates of wages.

Wage rate information can be obtained by visiting the Illinois Department of Labor web site at http://www.state.il.us/agency/idol or by calling (312) 793-2814.

Peoria County Prevailing Wage for September 2001

Trade Name	RG	TYP	C	Base	FRMAN	*M-F>8	OSA	OSH	H/W	Pensn	Vac	Trng
ASBESTOS ABT-GEN		BLD		20.860	21.460	1.5	1.5	2.0	2.800	7.000	0.000	0.300
ASBESTOS ABT-GEN		HWY		20.750	21.350	1.5	1.5	2.0	2.700	7.000	0.000	0.250
ASBESTOS ABT-MEC		BLD		23.300	24.800	1.5	1.5	2.0	3.640	5.520	0.000	0.000
BOILERMAKER		BLD		24.000	26.000	2.0	2.0	2.0	3.700	6.100	0.000	0.150
BRICK MASON		BLD		23.560	24.810	1.5	1.5	2.0	3.150	5.000	0.000	0.260
CARPENTER		BLD		22.740	24.490	1.5	1.5	2.0	3.000	6.450	0.000	0.250
CARPENTER		HWY		22.950	24.200	1.5	1.5	2.0	3.000	6.480	0.000	0.250
CEMENT MASON		BLD		21.630	22.630	1.5	1.5	2.0	3.650	6.400	0.000	0.100
CEMENT MASON		HWY		22.380	22.880	1.5	1.5	2.0	3.650	6.250	0.000	0.100
ELECTRIC PWR EQMT OP		ALL		24.800	28.490	1.5	1.5	2.0	2.100	6.200	0.000	0.000
ELECTRIC PWR GRNDMAN		ALL		16.680	28.490	1.5	1.5	2.0	2.100	4.170	0.000	0.000
ELECTRIC PWR LINEMAN		ALL		26.700	28.490	1.5	1.5	2.0	2.100	6.670	0.000	0.000
ELECTRIC PWR TRK DRV		ALL		17.560	28.490	1.5	1.5	2.0	2.100	4.390	0.000	0.000
ELECTRICIAN		BLD		24.680	26.180	1.5	1.5	2.0	3.000	6.380	0.000	0.250
ELECTRONIC SYS TECH		BLD		19.800	20.300	1.5	1.5	2.0	3.200	3.840	0.000	0.400
ELEVATOR CONSTRUCTOR		BLD		25.805	29.030	2.0	2.0	2.0	4.525	2.760	1.550	0.000
GLAZIER		BLD		20.720	21.470	1.5	1.5	2.0	3.750	5.550	0.000	0.050
HT/FROST INSULATOR		BLD		28.250	30.000	1.5	1.5	2.0	4.980	7.060	0.000	0.230
IRON WORKER		BLD		21.100	22.350	1.5	1.5	2.0	4.040	6.660	0.000	0.000
IRON WORKER		HWY		21.920	23.420	1.5	1.5	2.0	4.040	6.660	0.000	0.320
LABORER		BLD		19.860	20.460	1.5	1.5	2.0	2.800	7.000	0.000	0.300
LABORER		HWY		20.750	21.350	1.5	1.5	2.0	2.800	7.250	0.000	0.300
LATHER		BLD		22.740	24.490	1.5	1.5	2.0	3.000	6.450	0.000	0.250
MACHINERY MOVER		HWY		21.920	23.420	1.5	1.5	2.0	4.040	6.660	0.000	0.320
MACHINIST		BLD		30.610	32.360	2.0	2.0	2.0	3.200	2.600	2.110	0.000
MARBLE MASON		BLD		22.670	23.670	1.5	1.5	2.0	3.150	5.400	0.000	0.260
MILLWRIGHT		BLD		24.040	25.790	1.5	1.5	2.0	3.000	5.470	0.000	0.250
MILLWRIGHT		HWY		21.150	22.400	1.5	1.5	2.0	2.800	2.430	0.000	0.000
OPERATING ENGINEER	BLD	1		24.010	25.010	1.5	1.5	2.0	3.350	6.600	0.000	0.450
OPERATING ENGINEER	BLD	2		22.190	25.010	1.5	1.5	2.0	3.350	6.600	0.000	0.450
OPERATING ENGINEER	BLD	3		20.870	25.010	1.5	1.5	2.0	3.350	6.600	0.000	0.450
OPERATING ENGINEER	HWY	1		24.290	0.000	1.5	1.5	2.0	3.350	6.600	0.000	0.550
OPERATING ENGINEER	HWY	2		22.460	0.000	1.5	1.5	2.0	3.350	6.600	0.000	0.550
OPERATING ENGINEER	HWY	3		19.440	0.000	1.5	1.5	2.0	3.350	6.600	0.000	0.550
PAINTER		BLD		23.350	24.350	1.5	1.5	2.0	4.000	2.600	0.000	0.300
PAINTER		HWY		19.550	20.050	1.5	1.5	2.0	2.200	4.750	0.000	0.000
PAINTER OVER 30FT		BLD		19.550	20.050	1.5	1.5	2.0	2.200	4.750	0.000	0.000
PAINTER PWR EQMT		BLD		19.550	20.050	1.5	1.5	2.0	2.200	4.750	0.000	0.000
PAINTER SIGNS		BLD		24.540	27.550	1.5	1.5	1.5	2.860	1.960	0.000	0.000
PILEDRIVER		BLD		23.240	24.990	1.5	1.5	2.0	3.000	6.450	0.000	0.250
PILEDRIVER		HWY		23.450	24.700	1.5	1.5	2.0	3.000	6.480	0.000	0.250
PIPEFITTER		BLD		28.150	30.970	1.5	1.5	2.0	3.550	5.010	0.000	0.420
PLASTERER		BLD		21.750	22.250	1.5	1.5	2.0	3.650	6.400	0.000	0.200
PLUMBER		BLD		25.870	28.200	1.5	1.5	2.0	3.050	6.310	0.000	0.650
ROOFER		BLD		20.550	21.550	1.5	1.5	2.0	3.250	5.500	0.000	0.150
SHEETMETAL WORKER		BLD		23.320	24.520	1.5	1.5	2.0	3.490	6.380	0.000	0.240
SIGN HANGER		HWY		21.920	23.420	1.5	1.5	2.0	4.040	6.660	0.000	0.320
SPRINKLER FITTER		BLD		27.540	29.040	1.5	1.5	2.0	3.400	2.850	0.000	0.150
STEEL ERECTOR		HWY		21.920	23.420	1.5	1.5	2.0	4.040	6.660	0.000	0.320
STONE MASON		BLD		23.560	24.810	1.5	1.5	2.0	3.150	5.000	0.000	0.260
TELECOM WORKER		ALL		21.900	23.400	1.5	1.5	2.0	3.000	2.650	1.430	0.000
TERRAZZO MASON		BLD		22.670	23.670	1.5	1.5	2.0	3.150	5.400	0.000	0.260

TILE MASON	BLD	22.670	23.670	1.5	1.5	2.0	3.150	5.400	0.000	0.260
TRUCK DRIVER	ALL 1	23.190	0.000	1.5	1.5	2.0	4.360	2.125	0.000	0.000
TRUCK DRIVER	ALL 2	23.590	0.000	1.5	1.5	2.0	4.360	2.125	0.000	0.000
TRUCK DRIVER	ALL 3	23.790	0.000	1.5	1.5	2.0	4.360	2.125	0.000	0.000
TRUCK DRIVER	ALL 4	24.040	0.000	1.5	1.5	2.0	4.360	2.125	0.000	0.000
TRUCK DRIVER	ALL 5	24.790	0.000	1.5	1.5	2.0	4.360	2.125	0.000	0.000
TUCKPOINTER	BLD	23.560	24.810	1.5	1.5	2.0	3.150	5.000	0.000	0.260

Legend:

M-F>8 (Overtime is required for any hour greater than 8 worked each day, Monday through Friday.
OSA (Overtime is required for every hour worked on Saturday)
OSH (Overtime is required for every hour worked on Sunday and Holidays)
H/W (Health & Welfare Insurance)
Pensn (Pension)
Vac (Vacation)
Trng (Training)
Explanations

PEORIA COUNTY

CARPENTERS (SOUTH) - That part of the county South of an East-West line between Tuscarora and the Southwestern county line. (Includes MILLWRIGHTS S and PILEDRIVERS S)

The following list is considered as those days for which holiday rates of wages for work performed apply: New Years Day, Memorial/Decoration Day, Fourth of July, Labor Day, Veterans Day, Thanksgiving Day, Christmas Day. Generally, any of these holidays which fall on a Sunday is celebrated on the following Monday. This then makes work performed on that Monday payable at the appropriate overtime rate for holiday pay. Common practice in a given local may alter certain days of celebration such as the day after Thanksgiving for Veterans Day. If in doubt, please check with IDOL.

EXPLANATION OF CLASSES

ASBESTOS - GENERAL - removal of asbestos material from any place in a building, including mechanical systems where those mechanical systems are to be removed. This includes the removal of asbestos materials from ductwork or pipes in a building when the building is to be demolished at the time or at some close future date.

ASBESTOS - MECHANICAL - removal of asbestos material from mechanical systems, such as pipes, ducts, and boilers, where the mechanical systems are to remain.

ELECTRONIC SYSTEMS TECHNICIAN

Installing, assembling and maintaining sound and intercom, protection alarm (security), master antenna television, closed circuit television, computer hardware and software programming and installation to the network's outlet and input (EXCLUDING all cabling, power and cable termination work historically performed by wiremen), door monitoring and control, nurse and emergency call programming and

installation to the system's outlet and input (EXCLUDING all cabling, power and cable termination work historically performed by wiremen), clock and timing; and the installation and maintenance of transmit and receive antennas, transmitters, receivers, and associated apparatus which operates in conjunction with the above systems. All work associated with these system installations will be included EXCEPT (1) installation of protective metallic conduit, excluding less than ten-foot runs strictly for protection of cable, and (2) 120 volt AC (or higher) power wiring and associated hardware.

TRUCK DRIVER - BUILDING, HEAVY AND HIGHWAY CONSTRUCTION

Class 1. Drivers on 2 axle trucks hauling less than 9 ton. Air compressor and welding machines and brooms, including those pulled by separate units, truck driver helpers, warehouse employees, mechanic helpers, greasers and tiremen, pickup trucks when hauling materials, tools, or workers to and from and on-the-job site, and fork lifts up to 6,000 lb. capacity.

Class 2. Two or three axle trucks hauling more than 9 ton but hauling less than 16 ton. A-frame winch trucks, hydrolift trucks, vactor trucks or similar equipment when used for transportation purposes. Fork lifts over 6,000 lb. capacity, winch trucks, four axle combination units, and ticket writers.

Class 3. Two, three or four axle trucks hauling 16 ton or more. Drivers on water pulls, articulated dump trucks, mechanics and working forepersons, and dispatchers. Five axle or more combination units.

Class 4. Low Boy and Oil Distributors.

Class 5. Drivers who require special protective clothing while employed on hazardous waste work.

OPERATING ENGINEERS - BUILDING

Class 1. Cranes; Overhead Cranes; Gradall; All Cherry Pickers; Mechanics; Central Concrete Mixing Plant Operator; Road Pavers (27E - Dual Drum - Tri Batchers); Blacktop Plant Operators and Plant Engineers; 3 Drum Hoist; Derricks; Hydro Cranes; Shovels; Skimmer Scoops; Koehring Scooper; Drag Lines; Backhoe; Derrick Boats; Pile Drivers and Skid Rigs; Clamshells; Locomotive Cranes; Dredge (all types) Motor Patrol; Power Blades - Dumore - Elevating and similar types; Tower Cranes (Crawler-Mobile) and Stationary; Crane-type Backfiller; Drott Yumbo and similar types considered as Cranes; Caisson Rigs; Dozer; Tournadozer; Work Boats; Ross Carrier; Helicopter; Tournapulls - all and similar types; Scoops (all sizes); Pushcats; Endloaders (all types); Asphalt Surfacing Machine; Slip Form Paver; Rock Crusher; Heavy Equipment Greaser; CMI, CMI Belt Placer, Auto Grade & 3 Track and similar types; Side Booms; Multiple Unit Earth Movers; Creter Crane; Trench Machine; Pump-crete-Belt Crete-Squeeze Cretes-Screw-type Pumps and Gypsum; Bulker & Pump - Operator will clean; Formless Finishing Machine; Flaherty Spreader or similar types; Screed Man on Laydown Machine; Wheel Tractors (industrial or Farm-type w/Dozer-Hoe-Endloader or other attachments); F.W.D. & Similar Types; Vermeer Concrete Saw.

Class 2. Dinkeys; Power Launches; PH One-pass Soil Cement Machine (and similar types); Pugmill with Pump; Backfillers; Euclid Loader; Forklifts; Jeeps w/Ditching Machine or other attachments; Tuneluger; Automatic Cement and Gravel Batching Plants; Mobile Drills (Soil Testing) and similar types; Gurries and Similar Types; (1) and (2) Drum Hoists (Buck Hoist and Similar Types); Chicago Boom; Boring Machine & Pipe Jacking Machine; Hydro Boom; Dewatering System; Straw Blower; Hydro Seeder; Assistant Heavy Equipment Greaser on Spread; Tractors (Track type) without Power Unit pulling Rollers; Rollers on Asphalt -- Brick Macadem; Concrete Breakers; Concrete Spreaders; Mule Pulling Rollers; Center Stripper; Cement Finishing Machines & CMI Texture & Reel Curing Machines; Cement Finishing Machine; Barber Green or similar loaders; Vibro Tamper (All similar types) Self-propelled; Winch or Boom Truck; Mechanical Bull Floats; Mixers over 3 Bag to 27E; Tractor pulling Power Blade or Elevating Grader; Porter Rex Rail; Clary Screed; Truck Type Hoptoe Oilers; Fireman; Spray Machine on Paving; Curb Machines; Truck Crane Oilers; Oil Distributor; Truck-Mounted Saws.

Class 3. Air Compressor; Power Subgrader; Straight Tractor; Trac Air without attachments; Herman Nelson Heater, Dravo, Warner, Silent Glo, and similar types; Roller: Five (5) Ton and under on Earth or Gravel; Form Grader; Crawler Crane & Skid Rig Oilers; Freight Elevators - permanently installed; Pump; Light Plant; Generator; Conveyor (1) or (2) - Operator will clean; Welding Machine; Mixer (3) Bag and Under (Standard Capacity with skip); Bulk Cement Plant; Oiler on Central Concrete Mixing Plant.

OPERATING ENGINEERS - HEAVY AND HIGHWAY CONSTRUCTION

Class 1. Cranes; Hydro Crane; Shovels; Crane Type Backfiller; Tower Cranes - Mobile & Crawler & Stationary; Derricks & Hoists (3 Drum); Draglines; Drott Yumbo & similar types considered as Cranes; Back Hoe; Derrick Boats; Pile Driver and Skid Rigs; Clam Shell; Locomotive - Cranes; Road Pavers - Single Drum - Dual Drum - Tri Batcher; Motor Patrols & Power Blades - Dumore - Elevating & Similar Types; Mechanics; Central Concrete Mixing Plant Operator; Asphalt Batch Plant Operators and Plant Engineers; Gradall; Caisson Rigs; Skimmer Scoop - Koering Scooper; Dredges (all types); Hoptoe; All Cherry Pickers; Work Boat; Ross Carrier; Helicopter; Dozer; Tournadozer; Tournapulls - all and similar types; Multiple Unit Earth Movers; Scoops (all sizes); Pushcats; Endloaders (all types); Asphalt Surfacing Machine; Slip Form Paver; Rock Crusher; Heavy Equipment Greaser (top greaser on spread); CMI, Auto Grade, CMI Belt Placer & 3 Track and similar types; Side Booms; Starting Engineer on Pipeline; Asphalt Heater & Planer Combination (used to plane streets); Wheel Tractors (with dozer, hoe or endloader attachments); F.W.D. and Similar types; Blaw Knox Spreader and Similar types; Trench Machines; Pump Crete - Belt Crete - Squeeze Crete - screw type pumps and gypsum (operator will clean); Formless Finishing Machines; Flaherty Spreader or similar types; Screed Man on Laydown Machine; Vermeer Concrete Saw.

Class 2. Bulker & Pump; Power Launches; Boring Machine & Pipe Jacking Machine; Dinkeys; P-H One Pass Soil Cement Machines and similar types; Wheel Tractors (Industry or farm type - other); Back Fillers; Euclid Loader; Fork Lifts; Jeep w/Ditching Machine or other attachments;

Tunneluger; Automatic Cement & Gravel Batching Plants; Mobile Drills - Soil Testing and similar types; Pugmill with pump; All (1) and (2) Drum Hoists; Dewatering System; Straw Blower; Hydro-Seeder; Boring Machine; Hydro-Boom; Bump Grinders (self-propelled); Assistant Heavy Equipment Greaser; Apsco Spreader; Tractors (track-type) without Power Units Pulling Rollers on Asphalt - Brick or Macadam; Concrete Breakers; Concrete Spreaders; Cement Strippers; Cement Finishing Machines & CMI Texture & Reel Curing Machines; Vibro-Tampers (all similar types self-propelled); Mechanical Bull Floats; Self-propelled Concrete Saws; Mixers-over three (3) bags to 27E; Winch and Boom Trucks; Tractor Pulling Power Blade or Elevating Grader; Porter Rex Rail; Clary Screed; Mule Pulling Rollers; Pugmill without Pump; Barber Greene or similar Loaders; Track Type Tractor w/Power Unit attached (minimum); Fireman; Spray Machine on Paving; Curb Machines; Paved Ditch Machine; Power Broom; Self-Propelled Conveyors; Power Subgrader; Oil Distributor; Straight Tractor; Truck Crane Oiler; Truck Type Oilers; Directional boring machine; Horizontal directional drill.

Class 3. Straight framed articulating end dump vehicles and Truck mounted vac unit (separately powered); Trac Air Machine (without attachments); Herman Nelson Heater, Dravo Warner, Silent Glo & similar types; Rollers - five ton and under on earth and gravel; Form Graders; Pumps; Light Plant; Generator; Air Compressor (1) or (2); Conveyor; Welding Machine; Mixer - 3 bags and under; Bulk Cement Plant; Oilers.

Other Classifications of Work:

For definitions of classifications not otherwise set out, the Department generally has on file such definitions which are available. If there is no such definition on file, the Bureau of Labor Statistics SIC list will be used. If a task to be performed is not subject to one of the classifications of pay set out, the Department will upon being contacted state which neighboring county has such a classification and provide such rate, such rate being deemed to exist by reference in this document. Further, if no such neighboring county rate applies to the task, the Department shall undertake a special determination, such special determination being then deemed to have existed under this determination. If a project requires these, or any classification not listed, please contact IDOL at 618/993-7271 for wage rates or clarifications.

LANDSCAPING

Landscaping work falls under the existing classifications for laborer, operating engineer and truck driver. The work performed by landscape plantsman and landscape laborer is covered by the existing classification of laborer. The work performed by landscape operators (regardless of equipment used or its size) is covered by the classifications of operating engineer. The work performed by landscape truck drivers (regardless of size of truck driven) is covered by the classifications of truck driver.